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MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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## American Railroad Journal.

New York, Saturday, October 7, 1876.

### How to Revive Railroad Building.—No. 2.

The JOURNAL persists in the declaration that a revival in railroad building, as a means of developing the resources of the country, is an indispensable preliminary to the restoration of commercial prosperity throughout the land. On every side we see the evidence of this truth. We are told that in the single State of New Hampshire there are two thousand deserted farms. Now this State is one of the "original thirteen." It was one of the earliest settled, and had reached a good degree of prosperity when a large portion of the great States of New York and Pennsylvania were yet in the hands of savages—a howling wilderness—and the Far West was an unknown land. There are no natural causes sufficient to explain the decay of New Hampshire. Her position, though well to the northward, is yet on a parallel with some of the most prosperous parts of Michigan, Wisconsin and Minnesota; and, under the

genial influence of the Gulf Stream, her climate is milder, her valleys are unsurpassed in fertility, and manufactures have been developed within her borders to a very liberal extent. Why, then, has she ceased to prosper? Why are her farms deserted? her villages delapidated? her cities slow of growth? Because, without natural means of inter-communication, her railroad system has not been developed, and a large portion of her people are, practically speaking, farther removed from the commercial centres, and from all that makes civilization attractive, than if living in the more remote of the Western States. This should not be. It need not be much longer, if a reasonable, just and enlightened policy in relation to the work of prosecuting internal improvements be adopted by the Government at Washington. New Hampshire, as one of the original thirteen States, has a direct and positive interest in and title to the public lands acquired by the General Government. She has seen these public lands appropriated in a manner calculated not only to check her natural growth, but to divert from her the population which she had. Therefore the cry goes up, that two thousand of her farms are deserted. And the inquiry is pressed, how shall she be rehabilitated? Now, her share as a small State in the proceeds of the sales of the public lands would be but a comparatively small sum; but in the course of ten years it would be a considerable aggregate; and every dollar so voted would be the basis of ten dollars in credit; and the two resources would give such an impetus to the building of lateral and local railroads in the "old Granite State" that she would enter upon a new era of prosperity—her mountain streams teem with manufactures, her valleys blossom with verdure, and all her natural elements of greatness receive their full development. To promote these desirable ends—not only in New Hampshire but in all the older States—requires but the direction of the public mind and the law-making powers to some practicable means; and we hope to receive the aid of the press generally in the work.

A dispatch from St. Louis says that the United States Circuit Court has confirmed the recent sales of the Missouri Pacific and Atlantic

and Pacific Railroads which it is understood cuts off all claims of stockholders.

### Meaning of the Term "Articles in Bulk."

The following Circular, defining the meaning of the term "Articles in Bulk," and designating Railroad and Bar Iron, under certain conditions, as entitled to the privilege of immediate transportation to an interior port without appraisement, has been issued by the Secretary of the Treasury:

TREASURY DEPARTMENT,  
WASHINGTON, D. C. Sept. 25, 1876.

### TO COLLECTORS OF CUSTOMS AND OTHERS:

Questions having arisen at some of the principal ports relative to the meaning of the term "articles in bulk," as used in the twenty-ninth section of the act of July 14, 1870, and in section 2,990 of the Revised Statutes, relative to the entry of dutiable merchandise for immediate transportation to an interior port without appraisement, the following general rules are prescribed for the information and guidance of officers of the Customs:

First—The commercial significance of the term "in bulk"—viz, that it has reference to such articles as are usually packed or stowed in the importing vessel in a loose state as contradistinguished from "package goods" or those enclosed in boxes, barrels, bundles and the like—is, in view of the intent of the act referred to deemed by the department as necessarily qualified by the condition annexed to the privilege by the terms of the act itself—viz, that such an examination of the merchandise may be made as will satisfy the Customs officers that the same corresponds with the manifest and invoice.

Second—While, therefore, the department holds generally that only such merchandise as is either enclosed in boxes, barrels or other outside covering, or wrappers duly marked and numbered, or put up in separate and distinct bundles or packages also duly marked and numbered in such a manner as to admit of satisfactory identification, is entitled to the privileges of the act, it, nevertheless, reserves the right to designate from time to time such particular articles commonly shipped in bulk as may, under suitable conditions, be deemed fairly within the scope and intent of the act.

Third—In accordance with the views above expressed the department hereby designates railroad and bar iron, when the number of rails and bars is duly specified in the consular invoice and found on examination to be correct, as entitled to the privilege of immediate transportation as aforesaid; provided, however, that there shall not be any noticeable disparity in the size and weight of the respective rails or bars.

L. M. MERRILL, Secretary.



### Centennial Awards to Exhibitors of Railway Appliances.

The following is a list of the exhibitors of railway appliances in group XVIII, to whom awards were made by the Centennial authorities on the evening of the 27th ult.:

1. Brooks Locomotive Works, Dunkirk, N. Y., Locomotive and Tender.
2. Porter, Bell & Co., Pittsburgh, Penn., Locomotive Engine.
3. Burham, Parry, Williams & Co., Philadelphia, Penn., Locomotives.
4. Dickson Manufacturing Company, Scranton, Penn., Passenger and Mine Engines.
5. Philadelphia and Reading Railroad Company, Reading, Penn., Locomotives.
6. Rogers Locomotive and Machine Works, Paterson, N. J., Wood-burning Locomotives.
7. Danforth Locomotive and Machine Co., Paterson, N. J., Locomotive and Plantation Engine.
8. New York Central Railroad Company, New York, Postal Car.
9. Pennsylvania Railroad Company, Altoona, Penn., United States Postal Car.
10. Creamer & Co., New York City, Car Fittings, Trimmings, etc.
11. Baker, Smith & Co., New York, Railway Car Heater.
12. Post & Co., Cincinnati, Ohio, Car Fittings, Trimmings, etc.
13. Pullman Palace Car Company, Chicago, Illinois, Hotel, Parlor and Sleeping Car.
14. Jackson and Sharp Company, Wilmington, Del., Passenger, Bouloir and Library Cars.
15. Wason Manufacturing Company, Springfield, Mass., Passenger Car.
16. Westinghouse Air Brake Company, Pittsburgh, Penn., Westinghouse Automatic Air Brake.
17. Union Car Spring Company, Conn., Car Springs.
18. Hamilton Steel Wheel Company, Philadelphia, Penn., Chilled Car Wheels.
19. Davenport, Fairbairn & Co., Erie, Penn., Chilled Cast Iron Wheels.
20. Nichols, Pickering & Co., Philadelphia, Penn., Steel Springs.
21. McKee & Fuller, Catasauqua, Penn., Railroad and Mine Car Wheels.
22. Washburn Car Wheel Company, Hartford, Conn., Steel Tired Car Wheels.
23. Cayuta Wheel and Foundry Company, Waverly, N. Y., Chilled Wheels.
24. Barnum, Richardson & Co., Salisbury, Conn., Cast Chilled Car Wheels.
25. Baltimore Car Wheel Company, Baltimore, Md., Chilled Cast Iron Wheels and Tires.
26. Culmer Spring Company, Pittsburgh, Penn., Spiral Springs.
27. A. French & Co., Pittsburgh, Penn., Railway Elliptic Springs.
28. N. & A. Middleton & Co., Philadelphia, Penn., Godley's Improved Spiral Springs.
29. Ramapo Wheel and Foundry Company, Ramapo, N. Y., Chilled Cast Iron Wheels.
30. American Paper Car Wheel Company, Hudson, N. Y., Wheels of Compressed Paper.
31. A. Whitney & Sons, Philadelphia, Penn., Chilled Cast Iron Wheels.
32. Samuel Lonia Harrison, San Francisco, Cal., Railroad Axle-independent Wheels.
33. Pennsylvania Steel Company, Philadelphia, Penn., Railway Switches.
34. Wm. Wharton, Jr., Philadelphia, Penn., Bessemer Steel Grooved Railway Curves, etc.
35. Wharton Railway Switch Co., Philadelphia, Penn., Safety Switch with Unbroken Track.
36. Pennsylvania Railroad Company, Altoona, Penn., Railroad Track.
37. John Stephenson Company, New York, Street Tramway Cars.
38. J. M. Jones & Co., West Troy, N. Y., Street Car for Two Horses.
39. J. G. Brill & Co., Philadelphia, Penn., Street Cars for Horses.
40. S. G. Reed, Boston, Mass., Apparatus for Heating Locomotive Tires.

41. Mason Locomotive Works, Taunton, Mass., Locomotive Engine.
42. Bruhl Brothers, France, Rive de Gier, Wheels forged by Hydraulic Pressure.
43. Lucien Arbel, France, Rive de Gier, Forged Iron Wheels.
44. Carl Ekman, Sweden, Railway Wheels.
45. Surahammar Works, Sweden, Surahammar Railway Wheels and Axles.
46. Fagersta Iron and Steel Works, Sweden, Axles and Springs.
47. A. de Mare, Ankarstam Works, Sweden, Railway Crossing, Chilled Cast Iron.
48. Harold Apslund, Sweden, Locomotive Engines.
49. Glockner Brothers, Germany, Tschirndorf, Block for Car Brakes.
50. Saxby & Farmer, Great Britain, London, Holburn, Railway Signals, Switches, Crossings, etc.
51. Brierly, Sons & Reynolds, Gt. Britain, London, Hyde Park, Railway Signals, Switches, etc.
52. Aveling & Porter, Great Britain, England, Traction Engine.
53. Toronto Car Wheel Company, Canada, Car Wheels of Chilled Iron.
54. McDougall & Co., Montreal, Canada, Car Wheels of Chilled Iron.
55. J. B. Fonder, Belgium, Lock for Railway Carriages.
56. Valere Mabilie, Belgium, Wrought Iron Buffers with Volute Springs, Couplings, etc.
57. Frederick Krupp, Germany, Essen, Wheels, Axles, Rails, Springs, Frogs, etc.
58. Camozzi & Schlosser, Germany, Frankfurt, Self-acting Instrument for Verifying the Gauge and Measuring the Relative Level of the Rails.
59. Paul Klunzinger, Austria, Vienna, Self-acting Couplings, Brakes, and Buffers.
60. Emil Tlip, Austria, Vienna, Connection between Locomotive and Tender for Reducing Lateral Motion.
61. Abokoff Steel Foundry, Russia, St. Petersburg, Railway Wheels, Tires, and Axles.
62. Rosseau Railway Signal Company, New York, Electric Railway Signal.
63. Sankviken Iron Works, Sweden, Railway Wheels and Axles.
64. Societe Anonyme des Ateliers, Belgium, Louvain, Car Wheels.
65. Societe Anonyme des Laminiers, Hainaut, Wrought Iron Railway Wheels.

### The Central Railroad of New Jersey Five Million Loan.

The Central Railroad Company of New Jersey, for the purpose of raising money, have made 5,000 bonds, bearing date the 1st of September, 1876, for \$1,000 each, payable to Samuel Knox or bearer, the principal of said bonds being payable at the office of the company, in the city of New York, on the 1st of September, 1886, and interest upon said bonds at the rate of 7 per cent. at the office of the company, semi-annually; and to enable them to negotiate the said bonds and to secure the repayment of moneys which shall be raised thereby, have mortgaged their road, lands, privileges, franchises and appurtenances, and other personal property, to Samuel Knox of Elizabeth, and John Kean of Union. The mortgage has been filed in all the counties through which the road runs in New Jersey, and conveys the main line of road from the Hudson river to the Delaware river, in the county of Warren, the Newark and New York Railroad to Newark, and the branch from Elizabeth to Perth Amboy; also, all the company's lands, right of way, bridges, wharves, piers, ferries, workshops, machinery, station offices, station grounds, engine houses, buildings, and improvements; also, 10,000 shares of the capital stock of the New York and Long Branch Railroad Company, at the par value of \$1,500,000;

132,000 shares of the capital stock of the Lehigh and Wilkesbarre Coal Company, at a par value of \$6,600,000; 3000 shares of the capital stock of the High Bridge Railroad Company of the State of New Jersey, at a par value of \$800,000; 2000 shares of the capital stock of the Longwood Valley Railway Company, at a par value of \$200,000; 30,000 shares of the capital stock of the American Dock and Improvement Company, at a par value of \$3,000,000, which is subject to an equitable lien of \$3,000,000; also ten ferry and other steamboats.

### United States Currency.

The amount of United States currency outstanding on the 30th of September was as follows: old demand notes, \$66,732; legal tender notes, new issue, \$26,338,102; legal tender notes, series of 1869, \$217,674,753; legal tender notes, series of 1874, \$59,650,421; legal tender notes, series of 1875, \$64,831,464; one year notes, 1863, \$60,015; two year notes, 1863, \$18,550; two-year coupon notes, 1863, \$24,650; compound interest notes, \$323,240; fractional currency, first issue, \$4,294,740; fractional currency, second issue, \$3,116,873; fractional currency, third issue, \$3,065,301; fractional currency fourth issue, first series, \$4,023,127; fractional currency, fourth issue, second series, \$1,060,081; fractional currency, fourth issue, third series, \$1,601,934; fractional currency, fifth issue, \$12,698,356; total, \$398,846,343.

### Pullman Palace Car Company.

The revenue and disbursements of this company for the fiscal year ending July 31, 1876, were as follows:

REVENUE.	
Earnings.....	\$1,989,439 18
Our proportion of earnings of other sleeping car associations controlled and operated by this company.....	552,894 68
Patent royalties.....	\$2,542,333 86
Total revenue.....	\$2,555,011 36
DISBURSEMENTS.	
Operating expenses, taxes and insurance.....	\$623,764 94
Maintenance of upholstery and bedding.....	175,878 17
Our proportion of operating expenses and maintenance of upholstery and bedding in cars of other sleeping car associations controlled and operated by this company.....	190,567 74
Rental of leased lines, (Central and Southern Transportation Co.).....	284,000 00
Profit and loss, including interest, discount and exchange.....	33,093 87
Coupon interest on bonds.....	\$197,265 34
Dividends on capital stock.....	526,578 00
Total ordinary disbursements.....	\$2,031,058 06
Surplus for the year—being excess of revenue over ordinary disbursements.....	\$523,953 30
Amount expended in rebuilding and remodeling 14 old style cars into the latest standard Pullman car and re-equipping the same for service under new contracts.....	42,405 71
Balance of surplus for the year carried to credit of income account.....	481,457 59
Total, as above.....	\$2,555,011 36



FINANCIAL STATEMENT, JULY 31, 1876.

ASSETS.

461 Cars and equipments, including franchise, cost.....	\$8,348,270 55
Construction material and operating supplies, including amount paid on cars in process of construction	429,297 92
Car works at Detroit, cost.....	341,370 48
Patents, cost.....	149,364 77
Furniture and fixtures in the several offices of the company, 52 in number, cost.....	62,442 65
Estate, No. 506 Michigan avenue, cost.....	21,901 66
Amount invested in other car associations, controlled and operated by this company.....	2,303,657 69
Cash on hand.....	25,484 57
Total assets.....	\$11,667,790 29

LIABILITIES.

Capital stock, issued, 59,382 shares, par value, \$100 each.....	\$5,938,200 00
8 per cent currency debenture bonds: Second series, due May 15, 1881.....	\$298,000 00
Third series, due Feb. 15, 1887.....	432,000 00
Fourth series, due Aug. 15, 1892.....	886,000 00
	\$1,616,000 00
7 per cent currency debenture bonds, due Oct. 15, 1878.....	603,000 00
7 per cent sterling debenture convertible bonds, due April 1, 1885.....	204,500 00
	2,423,500 00
Amount received from sale of old cars, leased from Central and Southern Transportation Cos.....	385,400 01
Balance of accounts and bills payable and receivable.....	114,441 98
Total liabilities.....	\$8,861,541 99
Surplus account, (invested in the assets of the company):	
Guarantee fund—to provide for taxes in dispute and possible losses in adjustment of unsettled accounts.....	\$175,000 00
Sinking fund—to represent possible depreciation in franchises and patents.....	400,000 00
Balance at credit of income account.....	2,231,248 80
	2,806,248 80
Total, as above.....	\$11,667,790 29

Railroad in St. Domingo.

The establishment of railroad communication between the towns of Monte Cristo and Santiago, in the island of St. Domingo—the former being the well-known seaport—is attracting attention among several leading capitalists of this city. The length of the road, as projected, will be about eighty miles, passing over a level tract of country. The new road will open transit to the sea coast for valuable dyewoods, mahogany and other products heretofore unable to be transported to a port of shipment. In addition to this the main portion of the traffic of the island will have to pass over this route. A well known engineer has already surveyed the route, and pronounces the plan feasible, and believes that if the road were built it would be highly remunerative. Mr. Crosby, of this city, who has lately built a large wharf and tramways in Puerto Plata, and which have

proved wonderfully successful enterprises, is largely interested in the new railroad undertaking.

Philadelphia and Reading Railroad.

The Philadelphia Ledger says that the aggregate sales of Philadelphia and Reading Railroad stock on Monday amounted to 16,000 shares, opening at 25 and selling steadily down to 19 1/2, and then adds:

Without pretending to offer any opinion as to the worth of the stock as an investment, or as a venture to carry, we may safely caution against a blind following of what may prove mainly a "bear" crusade. As we said a few days ago, the Reading Railroad Company owns a most extensive and valuable property, costing over 90 millions of dollars. We can now state, in addition, that its business for the month of September, just ended, footed a coal tonnage of 633,573 1/2 tons and a merchandise tonnage of 226,000 tons. It carried in the same time 1,400,000 passengers, and during "Pennsylvania Day," to and from the Centennial Exhibition, 186,000 passengers, an achievement probably unequalled by any other railroad in the world. These surprising movements show the wonderful capacity of the company as well as the immense general business at its command. The payments of the company on Monday, the first business day of the third quarter of the year, were \$382,140 of interest on Reading Railroad bonds, \$178,724 for account of rents of leased lines, \$224,000 on sinking fund drawn bonds improvement mortgage, \$25,000 in interest on branch railroad bonds, \$119,000 on Reading Coal and Iron Company bonds, and \$156,000 principal of bonds on coal lands due—these several items, with certain miscellaneous disbursements incident to the day and to the business of the office, swells the aggregate payments to \$1,269,000. This day's work indicates a vitality of much endurance, a property of great value to its owners and of unmeasured usefulness to the entire community interested in fuel and in general transportation. Let bona fide holders sell the stock, if so inclined—we never venture advice on such a subject—but don't do it blindly.

Steam Motors on Street Railways.

The little steam engine with car attached ran over the line of the Citizens' Passenger railway morning and evening yesterday, taking up and letting out passengers as on the other cars of the line. The novelty of steam on the street car lines attracted much attention. In the morning Mr. Hagerty, president, and several directors went over the route, and they expressed themselves satisfied. Some little difficulty was experienced in rounding short curves, on account of the flanges of the wheels being a little large, but that is a matter easily remedied. On the steep grades more noise was made than desirable, but this, it is said, will be regulated by enlarging the condenser and by using harder coal. Horses on the streets were not frightened to any great extent. It is claimed that after the steam engine is used for a little while horses on the street will become accustomed to it and will not be frightened. The company will take some time to test the advantages of the new motor in all its bearings, as to public safety, cheapness, practicability in crowded streets, &c., before finally determining to order others. If it should be decided to employ steam motors for all the cars on all the street lines, Baltimore would certainly be a very different looking city from what it is now.—Balt. Sun, Sept. 29.

North Wisconsin Railroad.

At a meeting of the North Wisconsin Railroad company, held on the 27th ult., the following gentlemen were elected directors: D. A. Baldwin, Jacob Humbird, J. A. Humbird, I. Graves, A. H. Baldwin, J. B. G. Roberts, H. A. Taylor, J. C. Spooner and A. L. Clarke. At a subsequent meeting of the directors the following officers were chosen: President, John A. Humbird; Vice

President, D. A. Baldwin; Secretary and Treasurer, A. J. Goss; Land Commissioner, William Dwelly. Owing to injunctions preventing the company from selling lands, and other troublesome litigation no work has been done on the road this year, but the company is prepared just as soon as the suits are disposed of, which it is expected will be in a short time, to proceed at once and vigorously, with the work of construction.

Louisville, Cincinnati and Lexington R. R.

The holders of the First Mortgage bonds of this company have concluded an agreement for the purchase of the road and the reorganization of the company. It provides that George L. Douglass, of Louisville, and E. D. Sayre, of Lexington, Ky., shall be agents and trustees to carry out the agreement. They are authorized to buy the road at the foreclosure sale, which is to take place December 4, at a price not to exceed the amount of the first mortgage bonds and accrued interest and liens prior thereto. They are to issue stock of the new company, which shall be held by the bondholders in proportion to their present bondholdings. The corporation shall have power to use net earnings of the road to pay instalments of purchase money; also, to execute a new mortgage and borrow money thereon. No assessments shall be made on the stock after the purchase money is paid. The agreement shall not be binding unless signed by holders of \$1,500,000 of bonds. The trustees are authorized to receive money subscriptions to the stock of the new company, provided \$1,500,000 bonds are not deposited by November 25; such money subscribers to pay in 20 per cent of their subscription in cash. An advisory committee is appointed, consisting of John W. Barr and John Churchill, of Louisville, and M. C. Johnson, of Lexington, with power to assist the trustees in their work, to decide in case of a difference of opinion between the trustees and to fill vacancies, should any occur.

The Lehigh and Wilkesbarre Coal Company has resumed work, with a full force on full time, at all its collieries. Large sales of coal have been made by the company to iron manufacturers on the Lehigh, who are putting their furnaces into blast, and the daily shipments on the New Jersey Central aggregate 15,000 tons. About 15,000 men are employed by the company, and the resumption of mining, together with a recent payment to the men, has brightened business in the Wyoming region.

The recent sale of the Ithaca and Athens Railroad and purchase by the Lehigh Valley Railroad Company has been confirmed by the court, and preparation will now be made for the payment of the coupons deferred while the proceedings of foreclosure were pending. The sale of the Geneva and Ithaca Railroad to the same parties, has not yet been approved, objections having been interposed.

The Chancellor of New Jersey filed in the Chancery Clerk's office on the 2d inst. an order refusing the injunction to restrain the New Jersey Central Railroad Company from selling, negotiating, or otherwise disposing of any of the 5,000 bonds mentioned in a bill filed by Obed H. Anderson.



## South Carolina Railroad.

The earnings of this road for the years ending December 31, 1874 and 1875, were as follows:

	1874.	1875.
From passengers.....	\$226,016 06	\$229,221 30
" freight.....	1,121,779 95	981,905 44
" mails.....	18,176 10	18,176 10

..... \$1,365,972 11 \$1,229,302 84

Expenses, viz: to show net earnings	
Conducting transp.....	\$294,528 01 \$260,909 97
Motive power.....	220,224 57 199,780 69
Maintenance of way.....	211,104 45 208,041 86
Maintenance of cars.....	81,310 13 66,858 73
General expenses.....	43,348 26 45,487 24

..... \$850,515 42 \$780,727 89

Net earnings..... \$515,456 69 \$448,574 95

Compared with 1874, the gross earnings show a decrease of \$136,669 27, equal to 10 per cent; the expenses a decrease of \$69,787 53, equal to 8.2 per cent; and the net earnings a decrease of \$66,881 74, equal to 12.975 per cent. The ratio of expenses to earnings in 1875 was 63.50 per cent; in 1874 it was 62.26 per cent.

The number of passengers carried during the year was 158,735, of whom 79,919 were 1st class, and 78,816 2d class.

The tonnage movement of the year has been as follows: moved east, 138,492 tons; moved west, 123,188 tons—total, 261,680 tons, against 270,278 tons in 1874, a decrease of 8,598 tons. The average receipt from freight per ton was \$3 75; last year it was \$4 15. The average cost of moving same per ton was \$2 24; last year it was \$2 36. The decrease in tonnage eastward was 12,181; while the tonnage westward increased 4,688. The receipts from freight moved east were \$522,308 09; do. west, \$459,597 35—a decrease in the former of \$131,568 79; and in the latter of \$8,305 72, or a total decrease of \$139,874 51. The increase in passenger business was \$3,205 24. The President in his report says:

The language of the board in this connection last year, might here be almost literally repeated. The comparatively unfavorable results of the year's business are clearly due to the deep and wide-spread depression of all industries which, put in motion by the panic of '73, has grown to dimensions entirely unanticipated, and at present continues apparently unyielding to the influence ordinarily exercised during financial disturbances.

But whilst we cannot point to any particular cause of satisfaction at the prospect of the year before us, we are obliged to believe that the full force of these adverse circumstances has been spent, and that though our progress may be slow for a while, perhaps stationary, the point of improvement cannot be far distant.

And the facts which the tables exhibit, amply sustain this view. We there see that the freight earnings of the present year are \$139,874 51 less than those of the preceding year. Of that sum we find that \$131,568 79 is apportionable to down or eastward, and \$8,305 72 to up or westward freight. Now if we examine the table which shows the movement of the various articles transported during the year, it will appear that in comparison with last year, we have moved 47,541 bales cotton, 14,314 barrels flour, 46,651 bushels grain, and 6,003 packages mdx. and naval stores, etc., less.

If to these several quantities we apply a moderate average of our standard tariff rates, we will have obtained in round figures a sum little below \$90,000, on account of the deficiency of east bound business, nearly one-half of that deficiency.

Again: as to west bound business:

The tables show an increase of tonnage 4,583 tons, and a decrease of earnings of \$8,305 72.

This maintenance of tonnage in the comparison

of the west bound business of the two years is due, first, to the fact of an increased movement of fertilizers, 4,874 tons; and, second, to a very heavy diversion of western produce from the Green Line route via Baltimore and Charleston, created by the contest between the Baltimore and Ohio and Pennsylvania Railroads during the year. But for these causes there was sufficient reason for expecting a decrease of the movement of this division of our freight business more nearly corresponding to the decrease of east bound business. And the point we have sought to make more strikingly exhibited is that the deficiency of the year's business was not wholly or chiefly due to the general depression which pervades the country, but in great part to a cause of great potency, but, happily, accidental and temporary in its character—short production, aggravated unquestionably, by the reduced rates of an unwise competition.

It is gratifying again this year to observe conspicuously prominent a feature of our business which in our last report afforded us just ground of encouragement. We refer to the large proportion of the local to the general business of the company in comparison with the through. In the illustration which follows: the relation of that portion of our business will be found even more satisfactory than was shown in 1874:

Total freight moved west from all points in 1875.....	\$432,304 92
From Charleston (local).....	281,002 00
Through freight.....	\$151,302 92
Total freight moved east.....	\$498,066 72
To Charleston (local).....	414,508 39
Through freight.....	\$83,558 33
Total freight moved east and west.....	\$930,371 64
Total Charleston, to and from (local).....	695,510 39
Through freight.....	\$234,861 25
Total freight moved west, and from all points, in 1874.....	\$467,903 07
From Charleston.....	285,898 22
Through freight.....	\$182,004 85
Total freight moved east from all points in 1874.....	\$653,876 88
To Charleston (local).....	408,536 75
Through freight.....	\$145,340 13

In a condensed shape the following results appear:

	1874.	1875.
All freight west.....	\$467,903 07	\$432,304 92
Do. do. east.....	653,876 88	498,066 72
Charleston local (west).....	285,898 22	281,002 00
Do. do. (east).....	408,536 75	414,508 39

Showing that whilst there has been a considerable decline in the business passing through Charleston, the business beginning and ending in the city has been fully maintained.

The zeal of the General Superintendent in the direction of bringing the expenses of operating the road to the lowest minimum consistent with the maintenance of a fair average condition of the property and a safe and satisfactory performance of service, has been quite as marked this as the previous year, and the board has no doubt that all which seemed practicable and proper has been accomplished. It will be remembered that up to a well advanced period of the year the prospect of a large cotton crop was most promising, and naturally the importance of being in good condition to move it was not without some influence upon the management of the department.

Since then, however, all speculative views have been thrust aside, and the expenditures of the operative departments subordinated to actual present positive necessities, already enough has been done in the matter of reduced force, reduced pay and reduced prices of material, to warrant the conclusion that a saving of fully \$70,000 more may be made on the earnings basis of 1875.

It is only fair to this department to state that, whilst its ratio of expenses to earnings may not be

quite as low as some neighboring roads, the fact may be thus accounted for.

1st. Our "expenses" comprehend every item of expenditure for and on account of track, machinery, cars and structures of every description, which is not the practice of all railroads.

2d. That some of the roads with which comparisons may be made, under a most lavish scale of expenditure, have been put in a condition to enable transportation to be carried on, almost to the disuse of their shops, whilst the South Carolina Railroad, maintaining only a fair average condition, cannot be operated for twelve months upon so scant a basis, nor will it be found in the end that any other road can, save under the exceptional circumstance referred to.

The balance of earnings as before stated is..... \$448,574 95

Add incidental income..... 1431 14

..... \$450,006 09

Against this sum are charged Interest on First mortgage Sterling bonds and premium on remittance.....	\$108,034 31
Do. on First Mortgage Currency bonds.....	67,130 00
Do. on Second Mortgage bonds.....	60,270 00
Do. on Non mortgage bonds, bills payable.....	207,893 87

..... \$438,328 18

Balance transferred to profit and loss, \$11,677 90

As doubtless anticipated, the reduced earnings of the road during the year have not furnished the Treasurer any surplus for application to the reduction of the debt. Indeed, it is rather matter of congratulation, whilst railroad companies in high standing around us have been compelled, during the past year, to pass their dividends on bonds and stocks, that, in the face of the adverse circumstances of great general depression, most active competition, and short crops, we have been able to meet all of our obligations with promptness, and without unusual effort.

The Treasurer's tables show an increase of the bills payable, given in settlement and for purchases..... \$128,159 06

And an increase of the bond debt from sales First Mortgage bonds, and sale and exchange of Second mortgages \$81,000 00

But the general indebtedness has only been increased..... \$63,286 12

It has borne with peculiar inconvenience upon the operations of the treasury, to have been called on early in the year to arrange for the large accumulations of several years' taxes, which under a compromise with the State Government were agreed to be paid at moderate intervals, but all within the year. Of course, the amount, which was quiet large, had to be furnished through the "bills payable," and to that cause mainly may be attributed the increase, just now referred to, of that amount. But the arrangement itself, in view of the decree of the U. S. Court, has been regarded eminently judicious as well as a matter of policy as of its details.

In considering the report of the Treasurer at this date last year, the board felt warranted in entertaining expectations of increased ease in the money market, and consequent improvement in the value of our securities. Then and subsequently, but only for a brief period, all the indications supported that view; but, as the year advanced, every fresh instance of weakness abroad reacted upon the susceptibility of capitalists, and though money is abundant, and its price not unusually high, its circulation is restricted to narrow limits, and general values remain unimproved from the absence of any speculative tendencies.

Were it otherwise, our securities, in the face of the large excess of road earnings, over what is needed to pay the interest upon them, could not possibly remain at their present low figures.

We are again, this year, without direct profitable returns from our steam ship connections. But their value has been of essential consequence in maintaining our competitive ability of all import-



ant points, and though our pecuniary interest in the various lines which perfect our connection with Eastern cities is not equal to that of other parties in the same lines, we have never been without their cordial assent to, and co-operation with, any policy the railroads in connection with them have regarded as most conducive to the general benefit.

On the other hand, we repeat with great satisfaction the commendatory language we were, last year, justified in using with reference to the Greenville and Columbia Railroad. In spite of all the difficulties which, in common with the railroads of the Southern country, it has had to contend with, and in its own case, the superadded one of a greatly reduced production of the territory which is tributary to it, the net result of its operations for the year 1875 shows a falling off of only the comparatively trifling sum of \$10,310.

Since the close of the year, a personal inspection by the President justifies the report of the Superintendent, in that the physical condition of the property has greatly improved since it passed into the control of the South Carolina Railroad Co.; and, if we can only rely upon the management of the Air Line Railroad Co., the only line now in competition, for an observance of the most ordinary rules which govern roads or persons in the management of competitive interests, we feel little apprehension of our ultimate success in accomplishing for the South Carolina Railroad not only a most valuable contribution to earnings, but a profitable return for investments in the Greenville and Columbia Railroad.

Whilst the board earnestly wish that the review of the operations of the year just passed had exhibited more profitable results than have been shown, yet they are as free from discouragement now, as on previous occasions, when, indulging in sanguine anticipations of future improvements. In the retrospect of the year, the stockholders will not fail to find in the peculiar circumstances which mark it, most potent causes of diminished business: prostrate trade—bitter competition—reduced production—forces, whose power in combination was obliged to exercise unfavorable influence upon Railroad interests. But these, with one exception, are essentially temporary in their character. Trade cannot remain down; a failure of crops is not an ordinary occurrence; and there remains then, only the unwise management of competing lines to annoy us in our policy, and affect us in our earnings. This, too, in the very nature of things, cannot continue. The real owners of the lines, whose mischievous conduct, at times, wholly demoralizes the business of transportation, and seems to make sport of the injury inflicted upon others, without regard to the reaction upon themselves, cannot submit much longer to the reckless waste of the millions they have invested in these properties. The sober, sensible management of men, who peculiarly suffer from these unwise conflicts, must very soon succeed to the reign of recklessness and folly, too conspicuous of late, not to attract attention and excite alarm. Then we will have a right to expect a policy and a management, which, looking to the interests of each, will assure the interests of all; and make a new departure for railroads in the direction of some profitable returns for their owners.

The year just closed has been one of unmixed cares and oppressive anxieties to the board. They have labored with all of their ability and with unflinching zeal for the accomplishment of the best results for the company.

It has been a year of unusual hardship upon the railroad interest of the country, ever responding with quick sympathy to unfavorable conditions of other industries.

Everywhere extraordinary depression affords conspicuous evidence of the strength of the forces which have been working. We had to bear our share. However desirable that it should have been otherwise, it would not have been reasonable to expect immunity, when all around us were suffering. But that share the stockholders will

find moderate, in a comparison with some even of the best and strongest companies of the South, far and near.

The year we have entered upon, whilst it does not give promise of additional business, does afford very satisfactory grounds for the expectation of considerable improvement in net results. The large reduction of the working expenses of the road—the altered policy of the board, which, for the present, will regard more the minimum cost of operating, and less the providing facilities for a more extended business—and the utilization (with a view to the reduction of the floating debt and interest) of every dollar of property not absolutely needed for the present accommodation of business—these are agencies, we feel confident, to be relied upon for decidedly beneficial results.

The company have 44 locomotives, 23 first-class and 26 second-class passenger, mail and baggage cars, 409 box, 14 stock and 124 platform, wood and coal cars. Miles run by locomotives with passenger trains, 202,582; with freight trains, 536,254; distributing, 70,087; switching, 79,869—total, 888,792, against 857,270 in 1874, an increase of 31,522.

#### CONDENSED BALANCE SHEET, December 31, 1874. 1875.

Roadway, track, depots, etc.....	\$8,057,937 73	\$8,057,937 73
Lands.....	557,049 00	557,049 00
Cars.....	411,851 29	426,778 41
Locomotives.....	468,664 99	498,426 58
Accounting department for expenditures, (supply of materials).....	54,618 73	73,216 14
Cash.....	38,430 21	10,989 32
Fourth National Bank, New York.....	2,478 72	1,268 07
National City Bank, New York.....	18,347 85	13,753 63
Accounting department for earnings, (agents' balances).....	24,790 84	27,964 57
Post office department.....	5,665 13	4,544 02
Bonds receivable.....	17,295 16	17,295 16
Bills receivable.....	3,835 43	19,918 80
Stocks.....	576,242 07	576,242 07
Purchase of stock in Macon & Augusta Railroad Co.....	250,802 25	250,802 24
Purchase of stock in Greenville and Columbia R. R. Co.....	297,938 02	297,938 02
Purchase of claim against Greenville and Columbia R. R. Co.....	129,442 00	129,442 00
Investments in first mortgage bonds of Greenville and Columbia R. R. Co.....	96,644 51	97,524 51
Investments in certificates of indebtedness of Greenville and Columbia R. R. Co.....	37,200 00	.....
Securities of Greenville and Columbia R. R. Co., purchased from N. Y. Commercial Warehouse Co.....	70,222 80	70,222 80
Southwestern Railroad Bank.....	574,628 46	574,628 46
Southwestern Railroad Bank (in liquidation).....	46,401 59	51,443 62
Greenville and Columbia R. R. Co.....	65,028 53	85,553 69
Dent, Palmer & Co., London.....	7,334 33	70,565 88
Transient debtors.....	150,626 77	215,884 48
	\$11,963,476 41	\$12,129,888 71

Capital stock.....	\$5,819,275 00	\$5,819,275 00
Sterling bonds.....	1,483,777 80	1,483,777 00
Domestic bonds.....	3,025,812 11	3,106,812 11
Fare tickets.....	95,093 00	97,736 00
Receivables.....	1,561 25	889 25
Change notes.....	1,351 50	1,348 00
Bills payable.....	1,127,866 32	1,256,025 38
Bills payable special.....	70,000 00	70,000 00
Loan account.....	25,122 58	25,122 58
Arrears of dividends.....	3,840 50	3,679 00
Sterling coupons.....	9,057 81	82,246 70
Domestic coupons.....	40,709 72	42,677 22
Profit and loss.....	218,448 59	87,504 37
Transient creditors.....	47,081 23	52,815 80

\$11,963,476 41 \$12,129,888 71

President.—W. J. MAGRATH.

Directors.—W. J. Magrath, Geo. A. Trenholm, L. D. DeSaussure, John Hancok, Andrew Simonds, Geo. W. Williams, Henry Gourdin, Francis J. Pelzer, Daniel Tyler, W. A. Courtenay, James S. Gibbs, Richard Lathers, Samuel Sloan, Moses Taylor, J. P. Southern.

Gen'l Superintendent.—S. S. SOLOMONS.

Treasurer.—J. H. WILSON.

Auditor.—J. B. EMERY.

#### Buffalo and Jamestown Railroad.

A dispatch dated Buffalo, September 30, says that "a suit for the foreclosure of a mortgage for \$2,500,000 has been instituted against the Buffalo and Jamestown Railroad Company and everything pertaining to it by the Farmers' Loan and Trust Company of New York, representing the holders of the bonds issued by the company in the year 1868. One million dollars of the capital stock, paid up, is owned by the City of Buffalo, and about half a million by the towns through which the road passes, and the remainder by individual stockholders in this city. It is represented that on the payment of the interest the bondholders would willingly withdraw the suit. The difficulty in the way is that the city cannot contribute the necessary twenty per cent. without an enabling act which cannot be obtained until the meeting of the Legislature. A Receiver of the road will probably be appointed next week."

According to the Report of the State Engineer and Surveyor for the year ending September 30, 1875, the entire bonded indebtedness of the company was only \$1,100,000, and the total amount of capital stock paid in \$1,156,907 50.

Work on the Wheeling and Lake Erie Narrow Gauge Railroad has been commenced between Milan, Erie county, and Norwalk, Huron county, Ohio. A large force of men is engaged, and the work is being pushed forward rapidly. The intention of the contractors is to complete the section between Norwalk and Sandusky by January 1, 1877.

The stock for a new railroad from Nason's Crossing in Franklin, Mass., through Wrentham, Cumberland and West Attleboro' to Central Falls, there connecting with the Providence and Worcester Railroad, has all been subscribed, and ten per cent. paid in. Temporary officers have been elected, consisting of James P. Ray, President; George W. Wiggin, Clerk; and Joseph G. Ray, Treasurer.

The Dutch Government is about to construct a great port, canal and railway at Tandjong Prisk, near Batavia, in the Dutch Indies. Messrs. Lefevre & Co., of London, have submitted the lowest tender for the execution of the works, viz., £1,896,500.



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS

## HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equil. single.	Horses and Dummies.	Cars.	COMPANIES	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends paid.	Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.
Sept. 30, '76	11.00	168	46	Albany.....N.Y.	221,500	200,000	79,500		131,006	38,717	6	100	100	
Sept. 30, '76	1.00			Albany st. Freight (B'ton). Mass.	49,238	75,000			1,999	158		100	100	
Sept. 30, '76	25.00	491	98	Atlantic Avenue (B'lyn). N.Y.	1,261,912	650,200	490,000	20,107	376,017	126,809	5	100	100	
Dec. 31, '76	9.81	704	106	Baltimore City (Balt.). Md.	1,000,000	1,000,000			616,538	221,900	6	25	25	31
Sept. 30, '76	5.82			Bleeker st. & F.F. (N.Y.C.). N.Y.	1,801,795	900,000	697,000	49,107	246,785	61,992	6	100	100	
Sept. 30, '76	13.83	310	60	Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,099	62	100	100	
Sept. 30, '76	16.25	1,007	147	Broadway (Brooklyn).....N.Y.	473,576	200,000	210,000	40,689	225,498	63,510	12	100	100	
Sept. 30, '76	8.25	9 D.	32	B'way & 7th Av. (N.Y.C.). N.Y.	3,907,099	2,100,000	1,500,000	286,169	1,044,802	238,261	6	100	100	
Sept. 30, '76	89.06	1973	441	Brooklyn, Bath & Coney I.N.Y.	286,105	80,000			47,051	Loss				
Sept. 30, '76	22.50	287	72	Brooklyn City.....N.Y.	2,460,056	2,000,000	300,000	70,000	1,469,316	321,341	13	10	10	
Sept. 30, '76	22.50	287	72	Brooklyn City & Newtown.N.Y.	579,359	400,000	400,000	55,710	196,743	69,363				
Sept. 30, '76	19.83	231	67	Brooklyn, Cross-Town.....N.Y.	719,836	595,400	300,000	2,336	178,983	37,345		100	100	
Sept. 30, '76	17.86	111	28	Buffalo East Side.....N.Y.	414,238	28,000	233,000	140,838	62,332	9,991		100	100	
Sept. 30, '76	17.62	411	31	Buffalo street (Brooklyn). N.Y.	648,928	100,000	663,289	114,457	211,606	33,422		100	100	
Sept. 30, '76	11.00	184	32	Bushwick (Brooklyn).....N.Y.	499,604	309,000	200,000	1,580	176,149	107,374		100	100	
Sept. 30, '76	30.30			Cambridge (Boston).....Mass.	824,300	824,300	150,000		77,187	77,187	9	100	100	100
Sept. 30, '76	4.92	149	30	Central Cross-Town. N.Y. City	847,046	600,000	240,000	20,619	74,979	Deficit		100	100	
Sept. 30, '76	24.00	1108	131	Cen. P. & N.E.R. (N.Y.C.). N.Y.	2,076,700	1,676,700	1,200,000	10,759	772,315	168,296		100	100	
Sept. 30, '76	6.00	176	26	Christopher & Tenth st. N.Y.C.	768,500	650,000	65,500	1,507	93,112	5,617		100	100	
Oct. 31, '76	9.80	842	49	Citizens' (Phila.).....Pa.	232,487	192,750			359,714	106,982	40	50	20	130
Oct. 31, '76	9.61	237	39	Citizens' (Pittsburg).....Pa.	179,870	184,000	50,000	7,906	207,918	41,817	29	50	40	
Sept. 30, '76	15.03	248	26	Coney Island & Brooklyn.N.Y.	716,749	500,000	307,000	37,070	207,280	37,793		100	100	
Sept. 30, '76	11.25	187	131	Dry Dock, E.B. & B. (N.Y.O). N.Y.	1,191,213	1,300,000	1,005,000		937,476	322,356	8	100	100	
Dec. 21, '76	7.09	1078	112	Elizeth and Newark.....N.J.	1,823,076	1,000,000	208,000	105,000	839,785	136,410	12	100	100	
Oct. 31, '76	5.67	62	64	Elizabeth and Newark.....N.J.	276,920	232,725	44,195	46,833	8,443			100	100	
Oct. 31, '76	5.97	32	20	Federal St. & Pl. Val. (Pbg.). Pa.	166,719	100,000	75,000	10,000	72,901	8,639	25	25		
Sept. 30, '76	10.26	463	64	42d st. & Gr'd st. (N.Y.C.). N.Y.	1,064,679	748,000	236,000	49,222	348,096	56,907	9	100	100	
Oct. 31, '76	2.86	602	71	Frankford & Southwark (Ph.). Pa.	937,902	600,000	211,500		492,716	98,104	10	50	50	72
Oct. 31, '76	34.91	452	78	Germantown (Phila.).....Pa.	772,305	639,514	105,500	21,900	471,319	103,017	7	50	50	88
Sept. 30, '76	8.77	153	27	Gr'd st. & Newtown (B'k'n). N.Y.	321,840	170,000	90,000	6,100	95,236	24,405		100	100	
Sept. 30, '76	8.50	172	41	Gr'd St. Prosp. Pz. & Flatb. N.Y.	460,580	300,000	200,000	102,427	77,578	2,700		100	100	
Oct. 31, '76	7.94	241	43	Green and Coates st. (Phila.). Pa.	262,912	150,000	100,000	6,500	211,719	61,322	27	50	15	51
Sept. 30, '76	11.96	139	26	Harim. Br. Morr. & F'dham. N.Y.	287,502	299,100	146,000		97,966	5,364		100	100	
Sept. 30, '76	11.85	321	56	Hous. W. st. & Pavonia Fy. N.Y.	717,250	338,750	478,500		238,493	50,400		100	100	
Oct. 31, '76	17.22	471	75	Heat, Mart. & F'mount (Ph.). Pa.	402,737	300,000	125,000	21,737	359,918	93,106	18	50	25	27
Sept. 30, '76	6.50	264	38	Highland (Boston).....Mass.	450,083	220,000	120,000	128,232	227,438	41,250	8	100	100	
Sept. 30, '76	10.75	60	22	Jamaica, Woodh'n & B'klyn. N.Y.	100,000	100,000			22,019	594		100	100	
Oct. 31, '76	6.89	132	22	Lombard and South st. (Ph.). Pa.	179,807	125,000	62,561		109,882	21,309	12	55	124	19
Sept. 30, '76	7.50	7	4	Long Island City Shore.....N.Y.	165,000	75,000	90,000		20,761	3,337		100	100	
Sept. 30, '76	6.09	50	12	Lowell Horse.....Mass.	100,659	93,100		7,762	33,927	4		100	100	
Sept. 30, '76	12.79	282	37	Lynn and Boston.....Mass.	291,296	200,000	50,000	61,017	166,496	15,587		100	100	
Sept. 30, '76	3.50			Malden and Melrose.....Mass.	60,246	165,500	15,000					100	100	
Sept. 30, '76	6.21	60	15	Merrimac Valley.....Mass.	79,770	50,000			33,422	2,615		100	100	
Sept. 30, '76	47.59	1817	268	Metropolitan (Boston).....Mass.	2,703,761	1,600,000	743,442	326,245	1,128,707	219,958	7	100	100	
Sept. 30, '76	16.03	312	63	Middlesex (Boston).....Mass.	733,080	400,000	376,000	163,138	240,821	54,506	6	100	100	82
Sept. 30, '76	8.65	62	8	Naumkeag.....Mass.	207,197	150,000	35,900	1,500	32,060	2,792		100	100	
Sept. 30, '76	3.82	56	38	New Bedford & Fairhaven. Mass.	81,066	50,000	30,190	23,275	2,457			100	100	
Sept. 30, '76	4.20	5 D.	12	New York Elevated.....N.Y.	1,677,622	798,300	771,000	108,322	93,687	def. 477		100	100	
Sept. 30, '76	7.50	12	12	New Wmshurg & Flatbush. N.Y.	328,588	300,000			65,386	3,197		100	100	
Sept. 30, '76	6.10	200	20	Ninth Avenue (N.Y. City). N.Y.	999,422	799,200	207,000	20,663	106,330	13,432		100	100	
Sept. 30, '76	11.16	134	29	North 2d St. & Middle Vil. N.Y.	242,316	142,100	125,000	2,348	148,351	99,979		100	100	
Dec. 31, '76	13.09	241	47	Orange and Newark.....N.J.	1,041,167	290,000	700,000	156,420	222,901	31,077		100	100	
Sept. 30, '76	14.40	160	42	Park Avenue (Brooklyn). N.Y.	412,095	200,000	300,000	65,000	123,715	31,978		100	100	
Oct. 31, '76	9.83	67	14	People's (Scranton).....Pa.	162,719	150,000	15,000		42,108	13,108	8	100	100	
Oct. 31, '76	6.89	21	13	People's (Pottville).....Pa.	162,114	100,000	35,000	8,107	23,591	1,006		50	30	
Oct. 31, '76	12.79	641	119	Philadelphia City (C. & W.). Pa.	793,912	500,000	200,000	99,108	562,307	123,409	20	50	25	82
Oct. 31, '76	6.22	151	15	Philadelphia and Darby.....Pa.	326,869	200,000	100,000		24,000	8,23		100	100	
Oct. 31, '76	13.17	167	22	Philadelphia & Gray's Ferry. Pa.	311,718	300,000	6,500	32,700	171,718	41,718	10	50	30	31
Oct. 31, '76	8.75	131	40	Pbg. Allegheny & Manchester. Pa.	392,718	300,000	100,000		131,319	45,310	8	50	50	
Oct. 31, '76	6.50	121	20	Pittsburg and Birmingham.. Pa.	194,322	150,000	50,000		81,310	13,108	50	50	50	87
Oct. 31, '76	10.00	132	29	Pkg. Oakland & E. Liberty.. Pa.	191,927	150,000	45,000	37,040	59,172			100	100	
Dec. 31, '76	7.13	71	18	Portland.....Me.	175,000	157,000	1,000		40,863	4,791		100	100	
Sept. 30, '76	5.00	40	13	Poughkeepsie City.....N.Y.	131,702	76,705	27,000	33,906	23,548	2,643		100	100	
Sept. 30, '76	16.75	212	44	Prospect Park & Coney I.N.Y.	1,011,126	600,000	600,000	3,224	161,178	43,339		100	100	
Dec. 31, '76	14.12	280	44	Ridge Avenue (Ph.). N.Y.	423,951	450,000	58,430		249,316	51,102	10	50	30	65
Sept. 30, '76	17.00	166	167	Rocheester and Brighton.....N.Y.	263,609	105,000	138,000	32,450	122,807	45,789		100	100	
Sept. 30, '76	22.00	159	159	Second Avenue (N.Y. City). N.Y.	2,547,402	1,199,500	1,317,000	45,000	780,147	135,657	8	100	100	
Oct. 31, '76	41.66	635	115	2d and 3d street (Phila.). Pa.	822,901	671,576	109,300		571,222	192,513	17	50	31	80
Oct. 31, '76	7.54	301	38	17th and 19th street (Phila.). Pa.	209,437	100,000	50,000	10,000	249,668	79,314	12	50	16	36
Sept. 30, '76	3.37	1076	112	Sixth Avenue (N.Y. City). N.Y.	2,867,038	750,000	415,000	830,000	836,910	162,869	10	100	100	
Sept. 30, '76	10.36	350	62	South Boston.....Mass.	546,268	450,000	28,268		306,565	35,975	7	100	100	61
Sept. 30, '76	6.50	106	26	South Brooklyn & Park.....N.Y.										



## AV

	Atchison, Top. & San. Fe.:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1875.....	68,659	78,410	104,051	112,474	107,644	104,437	113,450	152,215	.....	.....	.....	.....	.....	.....
1876.....	117,417	144,132	180,246	197,000	213,996	189,370	198,851	231,560	.....	.....	.....	.....	.....	.....
Central Pacific:														
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,623	1,392,125	1,375,470	1,228,751	1,116,366	13,919,394	
1874.....	848,558	804,044	832,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334	14,522,814	
1875.....	963,938	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,235	1,553,014	1,567,622	1,615,974	1,513,836	1,338,209	17,035,063	
1876.....	961,000	1,000,000	1,133,000	1,468,000	1,700,000	1,639,000	1,507,000	1,689,000	.....	.....	.....	.....	.....	
Canada Southern:														
1875.....	67,487	41,501	82,255	106,755	102,546	96,599	104,897	104,038	.....	.....	.....	.....	.....	
1876.....	123,742	141,161	165,431	168,452	123,088	111,008	108,787	148,968	.....	.....	.....	.....	.....	
Chicago and Alton:														
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541	
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725	5,126,228	
1875.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764	
1876.....	320,392	332,055	353,719	353,530	442,457	441,390	397,269	499,273	.....	.....	.....	.....	.....	
Chicago and Northwestern:														
1873.....	752,468	765,249	967,268	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,593	1,075,908	1,052,915	13,816,465	
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,465,726	1,030,027	13,361,689	
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,892	1,098,634	1,206,806	1,409,168	1,196,333	933,339	12,811,227	
1876.....	808,842	854,637	94											



## NATIONAL AND STATE SECURITIES.

Interest.						Interest.					
Amounts outstanding.		Rate.	Payable.	When Payable.	Market Price.	Amounts outstanding.		Rate.	Payable.	When Payable.	Market Price.
National Securities, Oct. 1, 1876.						Massachusetts—(\$23,466,204):					
Loan of June 14, 1858.....registered	\$200,000	5	Jan. & July.	1874	116 1/2	.. Lunatic Hospital Loan, 1874.....	650,000	5	Jan. & July.	1894	114
Loan of February 8, 1861.....registered	13,795,000	6	Jan. & July.	1880	117 1/2	.. Harbor Land Improvement bonds, 1874	400,000	5	Jan. & July.	1894	114
.. coupon	4,620,000	6	"	1880	117 1/2	.. Back Bay Land bonds, 1861 and 1862.....	220,000	5	May & Nov.	1880	118
Oregon War Bonds of March 2, 1881.....coupon	945,000	6	Jan. & July.	1881	117 1/2	.. Union Defense Loan, 1861.....	1,850,000	6	Jan. & July.	7-76	115
Loan of July 17, and Aug. 5, 1861.....registered	120,134,400	6	Jan. & July.	1881	117 1/2	.. Coast Defense Loan, 1862.....	50,000	5	June and Dec.	77-78	109
.. coupon	63,180,950	6	"	1881	117 1/2	.. Bounty Fund Loan, 1863.....	682,000	5	Jan. and July.	1883	111
Loan of Feb. 25, 1862 (5-20s).....registered	53,735,300	6	May & Nov.	1882	117 1/2	.. War Fund Loan, 1869.....	8,380,244	5	"	1894	111
.. coupon	21,264,700	6	"	1882	117 1/2	.. Troy & Greenfield R.R. & Tunnel Loan	999,944	5	"	1899	111
Loan of March 3, 1862.....registered	53,735,300	6	Jan. & July.	1881	117 1/2	.. B. H. & Erie R. R. Loan.....	10,971,992	5	Various.	88-94	109
.. coupon	21,264,700	6	"	1881	117 1/2	.. Michigan—(\$1,064,000):	3,569,020	5	Jan. & July.	1900	111
Loan of March 3, 1864 (5-20s).....registered	35,616,850	6	May & Nov.	1884	117 1/2	.. Renewal Loan bonds, 1858.....	105,000	6	"	1875	101
.. coupon	14,911,800	6	"	1884	117 1/2	.. Two Million Loan bonds, 1863.....	1,032,000	6	"	78-83	105
Loan of June 30, 1864 (5-20s).....registered	140,966,850	6	"	1884	117 1/2	.. War Bounty Loan bonds, 1865.....	366,000	7	May & Nov.	1890	111
.. coupon	61,705,250	6	May & Nov.	1885	110	Minnesota—(\$2,755,000):					
Loan of March 3, 1865 (5-20s).....registered	140,966,850	6	Jan. & July.	1886	113	.. State Buildings Loan, 1867 to 1869.....	250,000	7	Jan. & July.	77-79	109
.. coupon	216,472,450	6	"	1886	113	.. State Buildings Loan, 1873, coupon.....	220,000	7	"	83-03	109
.. 2d series (5-20s).....registered	140,966,850	6	Jan. & July.	1887	115	.. Railroad Aid bonds, 1868, (repudiated).....	2,275,000	7	"	1887	109
.. coupon	16,060,000	6	"	1887	115	Missouri—(\$17,839,000):					
.. 3d series (5-20s).....registered	140,966,850	6	Jan. & July.	1888	117	.. State Debt Proper, 1865 and 1868.....	439,000	6	"	81-91	108
.. coupon	141,841,300	6	"	1888	117	.. Consolidation bonds, 1868.....	2,727,000	6	"	1883	108
Loan of March 3, 1864, (10-40s).....registered	220,410,250	5	Mar. & Sept.	1904	115	.. Funding Bonds, 1874.....	1,100,000	6	"	91-95	108
.. coupon	297,683,900	5	"	1904	115	.. Railroad Aid bonds, 1853-66.....	15,868,000	6	"	79-87	109
Consols of July 14, '70 & Jan. 30, '71, registered	297,683,900	5	F. M. A. & N.	1881	114	.. State Institution bonds, 1872 to 1874.....	605,000	6	"	92-94	108
.. coupon	297,683,900	5	"	1881	114	Nevada—(\$100,000):					
Debt matured and without interest.....(var.)	2,738,530	3	Due.	Irred.	125	.. Bonds funding floating debt, 1871.....	100,000	10	Mar. & Sept.	1881	108
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	"	1875	125	New Hampshire—(\$3,724,100):					
Certificates of Indebtedness 1870.....(cur.)	64,623,512	4	"	1875	125	.. War Loan Bonds, of 1861.....	418,000	6	Jan. & July.	75-78	104
Pacific R. R. Bonds (registered).....(currency)	368,561,472	4	Jan. & July.	96-99	125	.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	84-89	109
United States Notes.....	29,556,416	4	"	96-99	125	.. State bonds, 1873.....	500,000	6	Jan. & July.	79-84	105
Fractional Currency.....	29,556,416	4	"	96-99	125	.. Equalization (Municipal) bonds, 1872.....	2,206,100	6	"	92-96	111
State Securities, latest dates.						New Jersey—(\$2,496,300):					
Alabama—(\$21,070,810):						.. War Loan (tax free) bonds, 1861.....	1,000,900	6	"	76-84	108
.. Bonds (old), extended.....	2,582,800	5	May & Nov.	88-92	314	.. War Loan (tax free) bonds, 1863.....	900,900	6	"	86-96	108
.. Bonds (new), 1866, '68, '72 and '73.....	2,512,700	7	Jan. & July.	86-93	314	.. War Loan bonds, 1864.....	593,400	6	"	91-92	108
.. Bonds (new), 1874.....	341,000	8	"	1894	10	New York—(\$29,776,787):					
.. R. R. Loans (\$2,300,000) & endorsements.....	15,051,000	8	"	90-91	10	.. Bounty Loan bonds, coupon.....	1,057,000	7	"	1877	103
Arkansas—(\$12,733,086):						.. Bounty Loan bonds, registered.....	14,856,000	7	"	1877	103
.. Bonds (Funding), 1869 and 1870.....	3,050,000	6	Jan. & July.	1899	30	.. State (Deficiency) Stock, '88, part at will:	889,781	6	J. A. J. & O.	1878	111
.. Levee bonds (warrants), 1871.....	1,460,000	7	"	1900	30	.. Canal Stock (old).....	880,000	6	June & Dec.	1877	12
.. Deficiency Bonds, 1872.....	300,000	7	"	1882	30	.. Canal Stock, 1872.....	1,562,900	6	Jan. & July.	1887	109
.. Bonds (for \$2,500,000), 1875.....	300,000	7	"	1895	30	.. Canal Stock, 1873.....	847,500	6	"	1883	116
.. Railroad Aid bonds, 1869 and 1870.....	5,800,000	7	April & Oct.	1900	11	.. Canal Stock, 1873.....	4,302,600	6	"	1891	122
California—(\$3,896,500):						.. Canal Stock, 1874.....	2,000,000	6	April & Oct.	1892	122
.. Civil (S. F.) bonds, 1867 and 1868.....	75,500	7	Jan. & July.	77-80	115	North Carolina—(\$25,419,045):					
.. Relief Fund bonds, 1863.....	95,500	7	"	1883	115	.. Railroad and Improvement (old) bonds.....	4,738,800	6	Jan. & July.	75-98	17
.. State Capitol bonds, 1870 to 1872.....	500,000	7	"	1885	115	.. Railroad and Improvement (old) bonds.....	3,639,400	6	April & Oct.	75-98	104
.. Funding bonds, 1873.....	2,801,000	6	"	1893	115	.. Railroad and Improvement (new) bonds.....	2,383,000	6	Jan. & July.	75-98	6
Connecticut—(\$5,014,000):						.. Railroad and Improvement (new) bonds.....	1,695,000	6	April & Oct.	75-98	6
.. War Loan bonds (10-20 yrs), 1861.....	508,900	6	Jan. & July.	1881	110	.. Funding (new) bonds, 1866.....	2,417,400	6	Jan. & July.	1900	8
.. War Loan bonds (20 yrs), 1863 and '64.....	2,195,500	6	"	83-84	110	.. Funding (new) bonds, 1868.....	1,711,400	6	April & Oct.	1898	8
.. War Loan bonds (10-30 yrs), 1864.....	508,500	6	April & Oct.	1894	110	.. Special Tax bonds.....	11,407,000	6	"	98-99	1
.. War Loan bonds (20 yrs), tax free, 1865.....	1,741,100	6	"	1885	110	Ohio—(\$7,988,205):					
Delaware—(\$1,231,000):						.. Loan (sinking fund), 1850.....	1,473,115	6	Jan. & July.	1875	105
.. State bonds to railroads, etc.....	1,231,000	6	Jan. & July.	1885	110	.. Loan (sinking fund), 1860.....	4,072,610	6	"	1881	107
District of Columbia—(\$12,700,000):						.. Loan (sinking fund), 1866.....	2,400,000	6	"	1886	114
.. Improvement (gold) bonds, 1872.....	4,000,000	6	Jan. & July.	1892	110	Oregon—(\$246,027):					
.. Improvement (cur.) bonds, 1873.....	790,000	7	"	1893	110	.. Bounty and Relief bonds.....	48,027	7	"	75-84	109
.. Funding bonds, 1874, (guar. by U. S.).....	10,594,550	7	Feb. & Aug.	1924	701	.. Willamette Canal and Lock bonds, 1870	200,000	7	"	1890	109
Florida—(\$5,431,767):						Pennsylvania—(\$24,568,635):					
.. State bonds, 1871.....	350,000	7	Jan. & July.	1891	110	.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879	104
.. Consolidated (gold) bonds of 1875.....	209,200	7	"	1903	110	.. Loan of April 1862, reg. and coup.....	433,000	5	Jan. & July.	1882	101
.. Loan (J. P. & Mob. R.R.) gold bonds, 1870	4,000,000	8	"	1890	110	.. Loans, May '62 & Apr. '62, reg. & coup.....	3,540,500	5	Feb. & Aug.	77-78	103
Georgia—(\$19,823,900):						.. Stock Loan of Feb. 2, 1867, 2d series.....	7,990,550	6	"	1877	106
.. Bonds to Atlantic and Gulf R. R.....	1,000,000	6	Feb. & Aug.	78-80	91	.. Stock Loan of Feb. 2, 1867, 3d series.....	9,271,850	6	"	1882	114
.. Bonds, act March 12, 1866.....	3,500,000	7	Jan. & July.	1886	104	.. Stock Loan of Feb. 2, '67, 1st, 2d & 3d ser.	434,850	5	"	72-82	109
.. Bonds (gold), act Sept. 1870.....	2,098,000	7	J. A. J. & O.	1890	103	.. Agricultural College Land Scrip, 1872.....	500,000	6	April & Oct.	1876	109
.. Bonds (gold), act Oct. 1870.....	1,880,000	8	"	76-80	103	Rhode Island—(\$2,638,000):					
.. Bonds (funding), 1873.....	1,200,000	7	June & Dec.	1890	103	.. War Loan bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882	110
.. Bonds to Brunswick & Albany R.R., '70	1,500,000	var	Various.	90-91	100	.. War Loan bonds of 1863 and 1864.....	1,619,000	6	Various.	93-94	109
.. Railroad aid bonds (endorsed), 1870 & '71	7,545,900	var	Various.	90-91	100	South Carolina—(\$14,587,295):					
Illinois—(\$1,689,045):						.. State House Stock, 1866 to 1861.....	944,918	6	Jan. & July.	77-80	32
.. Interest bonds, 1847.....	940,445	6	Jan. & July.	1878	101	.. State House Stock, 1863 and 1864.....cur.	287,000	6	"	71-80	101
.. Refunded Stock bonds, 1859.....	320,000	6	"	var.	101	.. Blue Ridge R. R. bonds, 1854.....	887,000</				



Asterick (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge (S. Car.):						
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort. guar. by State (gold) ..	4,000,000	7	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	1919	1181
2d Mortgage.....	2,673,000	8	"	"	1889	....	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,200,000	7	"	"	....	....	1st Mortgage (Agricultural Br.)...	400,000	6	Jan. & July.	Boston.	1884	88
Alabama and Georgia:							1st Mortgage (Equalization).....	245,000	7	"	"	1889	92
1st Mortgage, guar. by Ala. & Ga.	16,000,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation)....	252,000	8	"	"	1890	98
Alabama Central:							Equipment Mortgage.....	354,000	8	Apr. and Oct.	"	1881	90
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	543,000	6	Jan. and July.	Boston.	1899	92.
1st Mortgage.....	1,000,000	7	Jan. & July.	"	1888	109	Consol. Mortgage for \$2,000,000.	1,454,500	8	Apr. and Oct.	Boston.	1893	108
2d Mortgage.....	2,000,000	7	April & Oct.	"	1888	103	Boston, Hartford and Erie:						
3d Mortgage.....	434,000	7	May & Nov.	"	1881	....	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Albany Loan.....	933,000	6	"	"	1896	....	1st Mortgage (Berrell).....	15,000,000	7	Jan. and July.	New York.	1900	19
Alexandria and Fredericksburg:							1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	184
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	Mass. L. (sec'd by \$4,500,000 Bcr.)	3,600,000	7	"	Boston.	1899	....
Allegheny Valley:							Boston and Lowell:						
General Mortgage.....	3,967,000	7.5	Jan. & July.	New York.	1896	102	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	101
Special Mortgage to Penn.....	8,500,000	5	January.	Harrisburg.	1900	92	Bonds of 1872 for \$1,000,000....	999,200	7	"	"	1892	108
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1894	471	Boston and Maine:						
Funding Income (traffic guar.)	5,408,900	7	"	Pittsburg.	1894	....	Bonds of 1893 (coup. and reg.)...	3,200,500	7	Jan. and July.	Boston.	1903	1111
American Central:							Boston and New York Air Line:						
1st Mort., guar. by C. B. & Q.	645,000	7	Jan. & July.	New York.	1878	104	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	1004
Androscoggin:							Boston and Providence:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	1084
Arkansas Central (narrow gauge):							Brunswick and Albany:						
1st Mortgage.....	1,200,000	7	Jan. & July.	Lond. or Ams.	1891	....	1st Mort. (gold) end. by G. tax fr.	3,630,000	6	Apr. and Oct.	New York.	1908	....
Ashtabula, Youngstown & Pitts:							2d Mort. sinking fund gold.....	2,350,000	7	"	"	1893	....
1st Mortgage.....	1,500,000	7	April & Oct.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburg.	1904	....	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):							Chicago, Iowa and Nebraska:						
1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York	1891	....	2d Mort. (now 1st) guar. C. & N.W.	568,240	7	Jan. & July.	Boston.	1880	....
1st Mortgage 2d Div. \$10,000p.m.	582,000	7	" "	" "	1894	98 1/2	2d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	94 1/2	Chicago and Milwaukee Railway:						
Central Branch Union Pacific:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	105
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....	Chicago and Mich. Lake Shore:						
2d Mortgage Govern'm't secured.	1,600,000	6	Jan. & July.	" "	1895	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Central of Georgia:							1st Mortgage.....	2,500,000	8	Jan. & July.	" "	1890	....
General Mort. for \$5,000,000....	2,287,000	7	Jan. & July.	N.Y. & Savan.	1898	....	1st Mortgage.....	1,350,000	8	May & Nov.	" "	1891	....
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1890	....	1st Mortgage (on Branch)....	1,325,000	8	March & Sept.	" "	1892	....
Central of Iowa:							Chicago, Milwaukee and St. Paul:						
1st Mortgage, gold, \$16,000 p. m.	3,700,000	7*	Jan. & July.	New York.	1899	....	1st Mort. (Mil. and St. Paul R'y)	5,900,000	7	Jan. & July.	New York.	1893	102 1/2
2d Mortgage, gold, \$4,000 p. m.	925,000	7*	April & Oct.	" "	1901	....	2d Mort. ( " )	1,191,000	7	April & Oct.	" "	1884	98
Central of L. I. (Finch, N.C. & C.):							1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	98 1/2
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mort. (East. Div. Palmer)	547,000	8	May & Nov.	" "	1874	....
Central of New Jersey:							1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	" "	1897	92
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	83	1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1894	....
1st Mort. (New York) for \$5,000,000....	5,000,000	7	Feb. & Aug.	" "	1890	100 1/2	1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	103 1/2
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....	1st Mort. (Iowa and Dak. Div.)	857,000	7	" "	" "	1899	93
Loan of Loh. O. & Nav. Co. (ass'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (Prairie du Chien Div.)	3,074,000	8	Feb. & Aug.	" "	1898	117
Consol. Mort. for \$25,000,000....	14,150,000	7	" "	New York.	1899	83 1/2	2d Mort. ( " )	1,315,000	7.3	" "	" "	1898	98
Central Ohio (B. and O.):							1st Mort. (Hast. and Dak. Div.)	467,000	7	Jan. & July.	" "	1902	88
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	101 1/2	1st Mort. (Mil. and Western)....	234,000	7	Jan. & July.	" "	1891	....
Central Pacific of California:							Real Estate Purchase.....	148,500	7	" "	" "	1883	....
1st Mort., 30 years bonds, (gold).	25,781,000	6*	Jan. & July.	New York.	1883	100 1/2	Equipment and Bridge Bonds...	245,000	10	June & Dec.	" "	1883	....
Convertible 30 years bonds, gold	1,483,000	7*	" "	" "	1883	103	Consol. Mort. for \$35,000,000....	2,154,000	7	Jan. & July.	" "	1905	87
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	Sacramento.	1884	108 1/2	Chicago and Northwestern:						
2d Mort. (Govern'm't Subsidy)	25,885,000	6	" "	U.S. Treasury.	1884	100	Preferred sinking fund (193 m.)	1,238,700	7	Feb. & Aug.	New York.	1885	106
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	102	General 1st Mortgage (193 m.)	3,578,000	7	" "	" "	1885	108
1st Mort. (Calif. & Oregon) gold	7,291,000	6*	" "	" "	1888	94	Funded coupons (193 m.)	740,300	7	May & Nov.	" "	1883	105
1st Mort. (S. Fr. Okla. & Ala.)	500,000	8*	" "	" "	1890	....	Appleton Ext. (23 m. & 75,000 ac.)	146,000	7	Feb. & Aug.	" "	1885	90
1st Mort. (San Joaquin V.D.) gold	6,050,000	6*	April & Oct.	" "	1900	96	Green Bay Ext. (26m & 75,000 a.)	265,000	7	" "	" "	1885	90
Land bonds (Gen. Pac. Co.) gold	9,048,000	6*	" "	" "	1900	97	1st Mort. (Gal. & Chi. U.) 248 m.	1,092,000	7	" "	" "	1882	167
Central Vermont:							Elgin and State Line.....	122,000	6	Jan. & July.	" "	1878	....
1st Mort. Consol. (Vt. Central).	8,000,000	7	May & Nov.	Boston.	1886	11	Mississippi River Bridge.....	186,000	7	" "	" "	1884	....
2d Mort. Consol. ( " )	1,500,000	7	June & Dec.	" "	1891	44	1st Mortgage (Peninsula)....	328,000	7	March & Sept.	" "	1898	101
1st Mort. (Rt. & Shel. and Ch.)	500,000	7	Jan. & July.	" "	1887	55	Consol. skg fund (C. & N.W. R'y)	4,277,000	7	F. M. A. & N.	" "	1915	104
Income and Extension Bonds....	1,008,000	8	May & Nov.	" "	1902	60	General Consol. Gold Bonds...	9,758,000	7*	June & Dec.	" "	1902	94 1/2
Equipment Mort. (Vt. Central)	1,000,000	8	" "	" "	1889	60	1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
Equipment Mort. ( " )	1,000,000	8	" "	" "	1889	60	1st Mort. S. F. (Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	" "	1891	30	2d Mort. (Mil. & Chi. R. R.) guar.	2,000	7	" "	" "	1898	....
Missisquoi R.R. ( " )	500,000	7	" "	" "	1891	39	1st Mort. (Chic. & Mil. R.W.) guar	1,700,000	7	Jan. & July.	" "	1898	105
Cent. Vt. (Vt. & Can. Mort.) b'ds	3,000,000	6	March & Sept.	" "	1904	....	1st Mort. (Bel. & Mad. R.R.) guar	284,000	7	" "	" "	1888	....
Charleston and Savannah:							Chicago, Portage and Superior:						
1st Mortgage guar. by State.....	508,000	6	March & Sept.	Charleston.	1877	....	1st M. a. f. (Chi. & N. Pac. Air-L.)	25,000pm	7*	June & Dec.	New York.	1902	....
Funded interest on 1st Mort.....	157,400	7	" "	" "	1889	....	Chicago, Omaha and St. Joseph:						
Charlotte, Columbia & Augusta:							1st Mortgage for \$8,000,000....	.....	8	April & Oct.	New York.	1901	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	76	Chicago and Paducah (C. B. & Q.):						
Charters:							1st Mortgage \$26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
1st Mort. guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chl., Pekin & Southw'n (C.B. & Q.):						
Cheraw and Darlington:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....	1st Mortgage skg. fund.....	9,000,000	7	Jan. & July.	New York.	1896	139 1/2
Cherry Valley, Sharon and Alb.:							Chl. & Southw'n (C.B. & Q. & Pac.):						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1889	....
Chesapeake and Ohio:							1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
1st M. (gold) skg fd for \$15,000,000	15,000,000	6*	May & Nov.	New York.	1899	25	Chicago, Wisconsin & Canada:						
1st Mort. Extension (con. or reg)	5,426,900	7*	Jan. & July.	" "	1902	....	1st Mort. gold, skg fd for \$410,000	.....	7*	Jan. & July.	New York.	1902	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	" "	1880	....	Chicago and Superior:						
2d Mort. ( " ) coupon.....	902,000	6	" "	" "	1884	....	1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
Income ( " ) coupon.....	300,000	8	" "	" "	1876	....	1st Mortgage (gold) for \$5,000,000	.....	7*	Jan. & July.	" "	1902	....
Funded interest, coupon.....	160,500	8	" "	" "	1877	....	Chillicothe and Brunswick:						
Cheshire:							1st Mort. guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Coupon bonds (no Mort.).....	773,900	6	Jan. & July.	Boston.	177-80	97 1/2	Cincinnati, and Baltimore:						
Chester Creek (Phil. & Balt. Cent.):							1st Mort. guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	98 1/2
1st Mort. guar. by P., W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	Cincinnati, Hamilton and Dayton:						
Chester and Tamarac:							1st Mortgage of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....	2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....
Chicago and Alton:							3d Mortgage of 1867.....	500,000	8	June & Dec.	" "	1877	....
1st Mortgage, pref. sinking fund.	28,000	7	May & Nov.	New York.	1877	107	Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	118	1st Mort. guar. for \$2,500,000...	1,846,000	7	Jan. and July.	New York.	1903	103
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	106	Cincinnati, Lafayette and Chi.:						
Consol. Bonds (\$200 stg. each)	3,893,200	6*	Jan. & July.	London.	1903	....	1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	84
1st Mort. (St. L. & C.) assumed	664,000	7	April & Oct.	New York.	1894	104 1/2	Consolidated Mortgage.....	471,000	7*	June & Dec.	" "	1914	....
2d Mort. ( " )	188,000	7	Jan. & July.	" "	1898	....	Cincinnati and Martinsville:						
1st Mort. (Louisiana and Mo.)	4,300,000	7	Feb. & Aug.	" "	1900	92	1st Mort. guar. by I. O. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
Chicago, Burlington and Quincy:							Cincinnati & Muskingum Valley:						
Trust Mortgage skg fund.....	2,571,000	8	Jan. & July.	New York.	1883	115	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage skg fund conv.	150,000	8	" "	" "	1883	....	Cincinnati, Richmond & Chicago:						
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....	1st Mortgage guar. by C. H. & D.	600,000	7	Jan. and July.	New York.	1895	....
Loan of 1872.....	2,391,475	7	Jan. & July.	Boston.	1896	109 1/2	2d Mortgage " " " " " "	65,000	7	" "	" "	1889	....
Bonds of 1875, Sinking Fund....	462,000	6	June & Dec.	" "	1895	88	Cinc., Rich. & Ft. Wayne (G.R. & I.):						



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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):	\$ 600,000	7	Jan. and July	New York.	1913		Detroit & Bay City (Mich. Cent.):	\$ 2,350,000	8	May and Nov.	New York.	1902	94
Construction and Equip. bonds.	1,098,000	6	"	"	1892	105	1st Mort. (\$424,000 guar.)	1,826,000	8	Jan. & July.	New York.	1891	....
4th (now 3d) Mortgage guar.	1,487,000	7	May & Nov.	"	1900	110	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.	1,000,000	7	Jan. & July.	New York.	1880	107	1st Mortgage for \$22,000 p.m.	1,170,000	8	June & Dec.	New York.	1890	....
Clev., Painesville & Ashtabula:	1,000,000	7	April & Oct.	"	1892	107	2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	"	1881	....
Regist'd b'ds (ass'd by L&M.S.)	1,000,000	7	Jan. & July.	New York.	1880	107	Detroit, Hillsdale and Indiana:						
3d Mortgage ( " )	1,000,000	7	April & Oct.	"	1892	107	1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	"	1881	....
1st Mort., a.f. (ass'd by L&M.S.)	1,595,000	7	Jan. & July.	New York.	1885	110	Detroit, Lansing and Lake Mich.:						
2d Mortgage ( " )	860,000	7	April & Oct.	"	1888	106	1st Mortgage	3,219,000	8	April & Oct.	Boston.	1896	....
Colebrookdale:							1st Mortgage (on Branches)	575,000	8	June & Dec.	"	1897	....
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898	....	2d Mortgage	1,369,000	8	Feb. & Aug.	"	1893	44
Colorado Central (3 ft. gauge):							1st Mort. (Lonia and Lansing)	770,000	8	Jan. & July.	New York.	1889	....
1st Mortgage	225,000	8*	June & Dec.	Boston.	1890	....	2d Mort. ( " )	51,000	8	May & Nov.	"	1880	....
Columbus, Chicago & Ind. Cent.:							Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	37	1st Mortgage (D. & M.R.)	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage skg fund.	5,582,400	7	Feb. & Aug.	"	1900	10	2d Mortgage	1,000,000	8	"	"	1875	....
Income convertible.	3,893,000	7	"	"	1890	....	1st Funded Coup. (D. & M.R.)	625,924	7	Jan. & July.	"	1875	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	1900-95	68	2d Funded Coup. ( " )	275,734	7	May & Nov.	"	1875	....
2d Mort. ( " )	344,400	7	Jan. & July.	"	"	....	1st Mort. (Det. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
1st Mort. (Cln. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	"	....	2d Mort. ( " )	100,000	7	Jan. & July.	"	1878	....
1st M., s.f. ( " )	39,650	7	May & Nov.	"	1895	....	3d Mort. ( " )	250,000	8	Feb. & Aug.	"	1878	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Bonds of Sept. 1, 1860	110,000	7	March & Sept.	"	1886	....
2d Mort. ( " )	821,000	10	May & Nov.	"	1904	....	Bonds of June 30, 1866	1,702,317	6 1/2	Jan. & July.	"	1886	....
1st M. (Col. & Ind.) 1st & 2d pref.	302,500	7	Jan. & July.	"	1883	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
2d Mortgage (Ind. Central)	666,500	7	Feb. & Aug.	"	1882	....	1st Mortgage Aug. 1, 1855	924,000	7	Feb. & Aug.	New York.	1876	108
1st Mort. (Tol., Logan's Pt. & Bur.)	554,500	7	Feb. & Aug.	"	1884	....	Dixon, Peoria and Hannibal:						
Income ( " )	74,024	7	"	"	1905	....	1st Mort. guar. by C. B. and Q.	753,000	8	Jan. & July.	New York.	1889	101
1st Mort. (Union & Logan's Pt.)	815,000	7	April & Oct.	"	1905	....	Dubuque and Sioux City:						
Columbus, Springfield and Cin.:							1st Mortgage tax free	882,000	7	Jan. & July.	New York.	1883	103
1st M. (assumed by Cln., S. & G.)	1,000,000	7	March & Sept.	New York.	1901	....	Dubuque Southwestern:						
Columbus and Hocking Valley:							1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York.	1897	....	1st Mortgage, preferred	75,500	7	Jan. & July.	"	1883	....
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	"	1880	....	Dunkirk, Allegheny Val. & Pittab.						
General Mortgage	634,000	7	"	"	1892	....	1st Mortgage (gold)	1,200,000	7*	June & Dec.	New York.	1900	....
Columbus and Xenia:							Dutchess and Columbia:						
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
Connecticut and Passumpsic Riv.:							East Alabama and Cincinnati:						
New Mortgage for \$1,500,000	370,500	7	April & Oct.	Boston.	1893	95	1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
1st Mortgage sinking fund	289,500	6	June & Dec.	"	1876	99	East Brandywine & Waynesboro:						
Coupon Notes	607,500	7	"	"	1876-81	97	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
1st Mort (Massachusetts) guar. gold	400,000	6*	Jan. & July.	"	1876	96	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	105
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1873	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,909,000	7	Jan. & July.	New York.	1900	93
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage	190,000	4	"	"	1887-87	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	....
1st Mortgage tax free	2,674,000	7	Jan. & July.	N. Y. & Bos.	1900	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
Connecting (Philadelphia):							Company Bonds (K.T. & Ga., old)	635,000	6	"	"	1876-78	....
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1,2,3,4	102	Company Bonds ( " new)	135,400	6	"	"	1876	....
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....	1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	61
Cowanesque Valley:							Loan of 1865	160,000	6	April & Oct.	"	1885	....
1st Mortgage, gold	95,000	7*	Jan. & July.	New York.	1902	....	Loan of 1867	958,000	7	March & Sept.	"	1887	83
2d Mortgage	160,000	7	May & Nov.	"	1882	....	Loan of 1868	1,000,000	6	March & Sept.	"	1888-89	....
Cumberd & Penn. (Consol. Coal):							Loan of 1869	500,000	6	May & Nov.	"	1889	....
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes	1,163,000	7	"	"	1882	49
2d Mortgage, sinking fund	648,000	6	May & Nov.	"	1888	....	Ten year coupon notes	2,513,500	7	"	"	1883-84	49
Cumberland Valley:							Sinking Fund Bonds	2,300,000	7	May & Nov.	"	1884	47
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....	Sterling Sink. Pd. Bonds	2,873,048	6*	March & Sept.	London.	1893	....
2d Mortgage	109,500	8	"	"	1908	....	Eastern Shore (Md.):						
Plain bonds	81,800	6	"	"	1884	....	1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	....
Danbury and Norwalk:							2d Mortgage	200,000	6	April & Oct.	"	1886	....
Mortgage Bonds of 1860	100,000	7	Jan. & July.	New York.	1880	....	Elizabethtown and Paducah:						
Mortgage Bonds of 1870	200,000	7	"	"	1890	....	1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1872	200,000	7	"	"	1892	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	102
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Income Mortgage guaranteed	570,000	6	April & Oct.	"	1882	64
2d Mortgage	300,000	7	"	"	1885	....	Erie Railway:						
Danv., Urb., Bloom'gton & Pekin:							1st Mortgage, extended	2,483,000	7	May & Nov.	New York.	1897	109
1st Mortgage	2,000,000	7*	April & Oct.	New York.	1909	....	2d Mortgage	2,174,000	7	March & Sept.	"	1879	100
Davenport and St. Paul:							3d Mortgage	4,852,000	7	"	"	1883	100
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....	4th Mortgage convertible	2,937,000	7	April & Oct.	"	1880	97
Dayton and Michigan (O.H. & D.):							5th Mortgage convertible	709,500	7	June and Dec.	"	1888	100
1st Mortgage sinking fund guar.	1,855,000	7	Jan. & July.	New York.	1881	....	Buffalo Branch, 1st mortgage	182,500	7	Jan. & July.	"	1891	....
2d Mortgage, guar.	441,000	7	March & Sept.	"	1884	....	Sterling loan (£1,000,000) conv.	4,580,000	6*	March & Sept.	London.	1875	....
3d Mortgage, guar.	356,000	7	April & Oct.	"	1888	....	1st Consol. Mort. for \$30,000,000	12,076,000	7*	"	N.Y. & London.	1920	....
Toledo Depot bonds guar.	106,500	7	March & Sept.	"	1886-94	....	2d Consol. Mort. for \$40,000,000	14,400,000	7*	June and Dec.	London.	1894	....
Dayton and Union:							Convertible bonds	10,000,000	7*	J. A. J. and O.	London.	1903	....
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....	Erie and Pittsburg (Penn.):						
2d Mortgage	135,000	7	June & Dec.	"	1879	....	1st Mortgage	392,200	7	Jan. & July.	New York.	1882	....
Income Bonds	252,445	6	"	"	1879	....	2d Mortgage	92,500	7	April & Oct.	"	1890	....
Dayton and Western (L. M. R.R.):							Consolidated Mortgage	2,192,000	7	Jan. & July.	"	1898	....
1st Mortgage (assumed)	142,000	7	March & Sept.	New York.	1881	....	Equipment Mortgage	750,000	7	April & Oct.	"	1890	....
1st Mortgage ( " )	495,000	6 1/2	Jan. & July.	"	1906	....	European & N. American (Me.):						
Decatur, Sullivan and Mattoon:							Bangor City Bonds (1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
1st Mortgage	500,000	8	March &										



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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	107
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	106
1st Mort. (Flush. & N. Side).....	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895	63
1st Mort. (Central of F. L.).....	1,275,000	7	"	"	1889	....	<b>Illinois Central:</b>						
1st Mort. (Cent. R. & Ext'n.).....	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (North Shore).....	125,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	5,500,000	6*	"	London.	1895	....
Sterling Loan.....	1,500,000	6*	"	London.	....	....	Sterling Bonds, Sinking Fund..	4,792,000	5*	"	"	1903	....
<b>Fonda, Johnston &amp; Gloversville:</b>							<b>Illinois Grand Trunk (C. B. &amp; Q.):</b>						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	933,000	8	April & Oct.	Boston.	1890	110
<b>Fort Wayne, Jackson &amp; Saginaw:</b>							<b>Indiana and Illinois Central:</b>						
1st Mortgage, traffic guarantee.....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	<b>Indiana North and South:</b>						
<b>Fort Wayne, Muncie &amp; Cin.:</b>							1st Mort. (Nor. Div.) \$22.00 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	<b>Indianapolis, Blooming. &amp; West:</b>						
2d Mortgage.....	500,000	8	"	"	1898	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	80
<b>Framingham and Lowell:</b>							1st Mortgage Extension gold....	5,500,000	7*	Jan. & Ju.	"	1912	....
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	50	2d Mortgage.....	1,500,000	8	"	"	1890	5
2d Mortgage.....	150,000	8	"	"	1883	89	<b>Indianapolis and Madison:</b>						
<b>Frederick and Pennsylvania Line:</b>							1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	<b>Indianapolis &amp; Vincennes:</b>						
<b>Fremont, Elkhorn &amp; Mo. (S.C. &amp; P.):</b>							1st Mortgage guar. by Pa. Co....	1,700,000	7	Feb. & Aug.	New York.	1908	76
1st Mortgage.....	600,000	7	April & Oct.	.....	1901	....	2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	"	1900	....
<b>Galena &amp; Chic. Union (C. &amp; N. W.):</b>							<b>International and Gt. Northern:</b>						
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	107	1st Mortgage a.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	70
2d Mortgage.....	43,000	7	May & Nov.	"	1875	102	Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
<b>Galv., Harrisburg &amp; San Antonio:</b>							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	65
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds.....	1,077,000	8	Feb. & Aug.	"	1892	....
<b>Galveston, Houston &amp; Henderson:</b>							<b>Indianapolis, Cin. and Lafayette:</b>						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	82	1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
<b>Geneva, Ithaca and Athens:</b>							1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, skg. fd., guar. ....	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	403,100	7	March & Sept.	"	78-'83	....
<b>Georgia (and Banking):</b>							Equipment Bonds, registered....	375,000	10	"	"	1883	86
Company bonds (debentures)....	664,500	7	Jan. & July.	Augusta	75-'90	....	1st Mort. (Ind'polis & Cin.) 1858.	1,600,000	7	April & Oct.	"	1888	....
<b>Hilman, Clinton &amp; Springfield:</b>							1st Mort. (Cin. & Indiana).....	49,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. ( " ) guar.	1,497,000	7	Jan. & July.	"	77-'82	....
2d Mortgage gold.....	1,000,000	6*	Jan. & July.	"	1892	....	<b>Indianapolis and St. Louis:</b>						
<b>Goshen and Deerpertown (Erie):</b>							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
<b>Grand Rapids &amp; Indiana:</b>							2d Mortgage.....	1,000,000	7	April & Oct.	"	1900	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	....	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1881	81
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	<b>Ionia and Lansing (D. L. &amp; L. M.):</b>						
<b>Grand River Valley (Mich. C.):</b>							1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
1st Mort., assumed by Lessee....	1,000,000	8	Jan. & July.	New York.	1888	94	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage, guar. by Lessee....	500,000	8	March & Sept.	"	1879	85	<b>Iowa Falls and Sioux City:</b>						
<b>Grand Trunk (Can.):</b>							1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	....
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	<b>Iowa Midland (C. &amp; N. W.):</b>						
Equipm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	97
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	<b>Iron Mountain (Penna.):</b>						
1st Preference Bonds \$3,218,149	16,990,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds \$2,327,808	11,339,040	4*	"	"	"	....	<b>Ithaca and Athens (Penna.):</b>						
3d Preference Bonds \$1,163,910	35,819,550	4*	"	"	"	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	102
Provincial Debent's \$2,111,500	16,557,500	.....	.....	Ottawa.	....	....	<b>Jackson, Lansing &amp; Saginaw (MO):</b>						
<b>Great Western of Canada:</b>							1st Mortgage guar.....	1,317,000	8	Jan. & July.	New York.	1885	92
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	85
Mortgage Bonds \$547,000.....	2,735,000	7*	April & Oct.	"	77-'78	....	2d Mortgage guar.....	163,000	8	March & Sept.	"	1878	....
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	72
D. benture Bonds \$1,743,160	8,715,900	5	Jan. & July.	"	Perp.	....	<b>Jacksonville, North West &amp; S. East:</b>						
<b>Great Western Railway of 1869:</b>							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	90	<b>Jacksonville, Pensac. and Mobile:</b>						
2d Mort., " " " " " "	2,500,000	7	May & Nov.	"	1893	62	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
<b>Green Bay and Minnesota:</b>							2d Mortgage.....	2,000,000	8	"	"	1890	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	.....	1900	....	<b>Jameson &amp; Frank (L.S. &amp; M. So.):</b>						
<b>Greenville and Columbia:</b>							1st Mortgage guaranteed.....	443,000	7	Jan. & July.	New York.	1897	....
1st Mortgage guar. by S. Car....	1,426,548	7	Jan. & July.	Columbia.	81-'86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed....	376,766	7	"	"	81-'86	....	<b>Jefferson (Erie):</b>						
<b>Greenwich and Johnsonville:</b>							1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	80
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. ( " ) " " " "	84,000	7	"	"	1889	....
<b>Gulf, Western Texas and Pacific:</b>							1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1889	....
1st Mortgage (Construction).....	1,386,000	7*	Jan. & July.	.....	1902	....	<b>Jeffersonville, Madison &amp; Indian:</b>						
<b>Hannibal and Naples (T. W. &amp; W.):</b>							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1888	36	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
<b>Hannibal &amp; Cent. Mo. (T. W. &amp; W.):</b>							<b>Jersey City and Albany:</b>						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	85	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	260,000	7	"	"	1892	76	1st Mortgage (Ridgely Park)...	300,000	7	May & N.	"	1912	....
<b>Hannibal and St. Joseph:</b>							1st Mortgage skg fund guar.....	336,000	8	Jan. & July.	New York.	1882	110
1st Mortgage.....	1,500,000	6	Jan. & July.	New York.	77-'94	108	2d Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	101
<b>Missouri State Loan:</b>							2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	102
1st Mortgage.....	1,500,000	6	"	"	87-'98	108	<b>Junction and Breakwater:</b>						
<b>Fifteen years' bonds (277 m.)...</b>							1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
1st Mort. (Q. & Palm. R.R. 15 m.)	3,798,000	8	March & Sept.	"	1885	71	<b>Kalamazoo, Allegan &amp; Gr. Rapids:</b>						
1st Mort. (Q. & Palm. R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....	1st Mortgage, assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York.	1888	95
1st Mort. (K. City & Cam. R.R. 55m)	1,200,000	10	Jan. & July.	"	1886	92	<b>Kalamazoo and Schoolcraft:</b>						
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	1st Mort. assumed by L.S. & M. S.	100,000	8	Jan. & July.	New York.	1887	....
<b>Harlem Extension:</b>							<b>Kalamazoo &amp; S. Haven (M. Cen.):</b>						



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1896	....	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold.	4,083,000	6*	June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	875,000	6	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	71-76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres)gold....	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880	....	1st Mort. (Louisville & Frankf.)	39,000	6	"	"	75-78	....
2d Mort. ( " ) gold.....	1,560,000	7*	March & Sept.	"	1886	....	1st Mort. (Louis., Cin. and Lex.)	31,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	96-97	....	<b>Louisville and Nashville:</b>						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	....	1st Mortgage (main line 185 m.)	175,000	7	Jan. & July.	New York.	1876	....
<b>Kent County (Del.)</b>							1st Mortgage (Memp Br. 44.37m.)	47,000	7	May & Nov.	Louisville.	1876	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)	98,000	7	"	"	78-80	....
<b>Kentucky Central:</b>							1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Covington & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memp. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1886	....	Consol. M. for \$5,000,000 (392 m.)	6,964,000	7	April & Oct.	"	1886	....
<b>Keokuk and Des Moines:</b>							Louisville Loan.....	849,000	6	"	"	86-87	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	....
Funded Interest.....	264,800	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1883	....
Keokuk and St. Paul (C.B. & Q.)							1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
1st Mortgage traffic guar.....	864,000	8	April & Oct.	Boston.	1879	105	<b>Macon and Augusta:</b>						
La. Crosse, Trempealeau & Prescott:							1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
Laf. Blooming & Missa (T.W. & W.)							Construct. Mort. end by Ga. R.R.	370,000	7	"	"	1879	....
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	70	<b>Macon and Brunswick:</b>						
Laf. Muncie & Bloom. (T.W. & W.)							1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	....
<b>Lake Erie and Louisville:</b>							2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	....	<b>Madison and Portage:</b>						
<b>Lake Ontario Shore:</b>							1st Mort., guar. by Chi. and Sup.	600,000	70	April & Oct.	New York.	1890	....
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....	<b>Maine Central:</b>						
<b>Lake Shore &amp; Michigan South'n:</b>							Consolidated Mortgage.....	1,680,500	6	April & Oct.	Boston.	1912	85
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	....	\$1,100,000 Loan, tax free.....	758,980	6	Jan. & July.	"	1898	91
Consol. Mort. S. F., Regis'd....	6,115,000	7	J. A. J. & O.	"	1900	1041	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
Consol. Mort. S. F., Coupor....	1,500,000	7	Jan. & July.	"	1900	107	1st Mort. (Belfast & Moosehead)	150,000	3*	May & Nov.	Belfast & Bost.	1890	....
2d Consol. Mort. for \$25,000,000	8,471,000	7	June & Dec.	"	1903	100	\$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	90-91	80
Bonds of 1892 (Reg. & Coupon)	3,529,000	7	April & Oct.	"	1882	....	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Lake Shore Dividend Bonds.....	1,442,000	7	"	"	1899	951	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1895	....
Reg. Mort. (Clev., Pains. & Ash.)	1,000,000	7	Jan. & July.	"	1880	1071	2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	1874	....
3d Mort. ( " ) " " " " " "	1,000,000	7	April & Oct.	"	1892	107	1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	....
1st Mort. (Mich. So. & Nor. Ind.)	6,266,000	7	May & Nov.	"	1885	1101	Bath (Androscoogin) Loan.....	425,000	6	"	"	1891	....
2d Mort. ( " ) " " " " " "	2,682,300	7	"	"	1877	1041	<b>Manfield &amp; Framing. (B.C. &amp; F.):</b>						
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	1101	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	551
2d Mort. ( " ) " " " " " "	819,000	7	April & Oct.	"	1886	103	<b>Marietta and Cincinnati:</b>						
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds ( " ) " " " " "	300,000	7	March & Sept.	"	1886	....	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	1051
Mort. Bonds ( " ) " " " " "	2,850,000	7	April & Oct.	"	1898	105	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1898	82
1st M. (Detrit, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1878	103	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	85
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	87	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (School. & Three Rivers)	160,000	8	"	"	1887	....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	<b>Marietta, Pittsburg &amp; Cleveland:</b>						
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	971	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
1st M. (Jamestown & Franklin)	443,000	7	"	"	var	....	Marquette, Houghton & Ontonagon						
2d M. ( " ) " " " " " "	500,000	7	June & Dec.	"	1894	....	1st Mortgage (Marq. & Ont.)...	1,760,000	8	Jun. & Dec.	New York.	1892	....
<b>Lake Shore &amp; Tuscarawas Valley:</b>							1st Mort. (Houghton and Ont.)...	2,000,000	8	Jan. & July.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	Consolidated Mortgage.....	1,454,000	8-10	Various	"	92-93	....
2d Mortgage, for \$1,000,000....	698,000	7	"	"	....	....	<b>Massachusetts Valley (O. &amp; P. R.):</b>						
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	1st Mortgage guaranteed.....	400,000	8*	Jan. & July.	Boston.	1876	80
<b>Lake Superior &amp; Mississippi:</b>							<b>Maryland and Delaware:</b>						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	201	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
2d Mort. gold tax free and conv.	8,200,000	7*	April & Oct.	"	1900	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Income Bonds.....	3,200,000	10	"	"	1902	....	<b>Massillon &amp; Clevel. (C.M. V. &amp; D.)</b>						
<b>Lawrence (P. Ft. W. &amp; Chi.):</b>							1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	<b>Maysville and Lexington:</b>						
Leavenworth, Atch. & N. West'n:							1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
1st Mort. guar. by Pas. of Mo....	500,000	7	April & Oct.	New York.	1890	....	<b>Memphis and Charleston:</b>						
Leaven, Lawrence & Galveston:							1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
1st Mort. skg fund conv. gold....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	211	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	Tennessee State Loan.....	1,314,142	6	"	"	75-78	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....	Income Bonds.....	600,000	10	March & Sept.	"	75-78	....
<b>Lehigh and Lackawanna:</b>							<b>Memphis and Little Rock:</b>						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	....
<b>Lehigh Valley:</b>							2d Mortgage.....	1,000,000	8	"	"	....	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	107	<b>Michigan Air Line (Mich. Cent.):</b>						
1st Mortgage ( " ) reg....	5,000,000	6	"	"	1898	108	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	....
2d Mortgage for \$5,000,000....	6,000,000	7	March & Sept.	"	1910	111	<b>Michigan Central:</b>						
General Mort. for \$40,000,000.	5,000,000	6*	June & Dec.	"	1923	98	1st Mortgage, convertible.....	554,000	8	April & Oct.	Boston.	1882	....
General Mort., registered.....	5,000,000	6*	"	"	1922	....	1st Mortgage sinking fund conv.	1,508,000	8	"	"	1882	1161
<b>Lewish. Centre &amp; Spruce C. (Pa. E.)</b>							Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	1021
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	90
<b>Lexington &amp; St. Louis (A. &amp; P.):</b>							Equipment Bonds for \$300,000..	800,000	8	Apr. and Oct.	N. Y. & Bost.	1893	....
1st Mortgage gold.....													



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & S.L. (Nor. Pacific)	\$ 700,000	7*	Jan. & July.	New York.	1911	....	N.O., Jack. & Gt. N. (N.O. St. L. & C.)	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed.	700,000	7*	Jan. & July.	Detroit.	1890	....	1st Mortgage.	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:							2d Mortgage for \$3,000,000.	3,000,000	7*	Jan. & July.	"	1912	....
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	"	1890	....	Consol. Mort. for \$3,000,000.	3,000,000	7*	Jan. & July.	"	1912	....
Mississippi Cent. (N.O. St. L. & C.)							New Orleans, Mobile and Texas:						
1st Mortgage.	1,012,500	7	May & Nov.	New York.	74-'84	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
2d Mortgage.	2,000,000	8	Feb. & Aug.	"	1888	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	"	1915	....
General Mort. for \$3,000,000 gold	3,708,500	7*	May & Nov.	"	1912	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
Mississippi, Ouachita & Red Riv.:							New York, Boston and Montreal:						
1st Mortgage gold.	2,940,000	7*	Jan. & July.	"	1900	....	1st Mortgage for \$12,250,000.	6,617,500	7*	Feb. & Aug.	N. Y. or Lond.	1903	....
Mississippi and Tennessee:							New York & Canada (D. & H. C.):						
1st Mortgage.	600,000	7	April & Oct.	Memphis.	1876	....	1st Mort. for \$300,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
Consolidated Mortgage.	1,254,000	8	Jan. & July.	"	81-'93	....	New York Central & Hudson R.:						
Tennessee State Loan.	430,547	6	"	"	"	....	Debt Certificates (N. Y. Cent.)	5,938,628	6	May & Nov.	New York.	1883	....
Mississippi Valley and Western:							Bonds for debts assum'd (N. Y. C.)	1,514,000	7	Feb. & Aug.	"	1876	....
1st Mortgage \$30,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for R. & N. F. stk ( " )	76,000	6	May & Nov.	"	1883	....
Missouri, Iowa and Nebraska:							Bonds for R.R. Stocks ( " )	592,000	6	"	"	1883	102
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	"	1910	....	Bonds for Real Estate ( " )	166,000	6	"	"	1883	101
Missouri, Kansas and Texas:							Bonds of 1864 renewed ( " )	2,900,000	6	June & Dec.	"	1887	105
1st Mort. (U. Pac. S. R.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....	2d Mort. (Hudson River) S. F.	1,594,000	7	"	"	1886	112
1st Mort. (Teco & Neesho) S. F.	362,000	7*	June & Dec.	"	1903	....	Bonds of 1871, tax free.	1,950,000	7	April & Oct.	"	1891	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	59	1st Mort., coup. } for \$30,000,000	18,465,000	7	Jan. & July.	"	1903	118
Additional Consol. Mort.	2,500,000	7	"	"	1905	....	1st Mort., reg'd for \$30,000,000	18,465,000	7	"	"	1903	....
Further Add. Consol. Mort.	600,000	7	"	"	1906	....	1st Mort. Sterling for £2,000,000	9,733,333	6*	"	London.	1903	....
Missouri River, Ft. Scott & Gulf:							New York and Harlem:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	55	Consolidated Mortgage of 1883.	103,000	6	Feb. & Aug.	New York.	1893	....
2d Mortgage.	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	Sinking Fund Mortgage of 1861.	108,444	7	Jan. & July.	"	1891	....
Mobile and Girard.							Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	"	1900	119
1st Mortgage.	377,500	7	Jan. & July.	Savannah.	1876	....	Consol. Mort. of 1872, reg.	10,500,000	7	"	"	1900	....
2d Mortgage.	300,000	8	"	"	1889	....	N. York, Housatonic & Northern:						
Plain bonds.	33,500	8	"	"	1887	....	1st Mortgage.	249,000	7*	April & Oct.	New York.	1902	....
Mobile and Montgomery:							New York, Kingston & Syracuse:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	1st Mort. for \$4,000,000.	2,500,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage.	800,000	8	"	"	1900	....	New York, N. Haven & Hartford:						
Mobile and Ohio:							1st Mort. (Harlem & Portchester)	1,000,000	7	"	New York.	1903	....
1st Mortgage Sterling.	5,086,000	8*	May & Nov.	Mob. & Lond.	1883	....	New York and Oswego Midland:						
Interest bonds.	1,524,300	8	"	"	76-'83	....	1st Mortgage gold, tax free.	8,000,000	7*	Jan. & July.	New York.	1894	....
Sterling Interest bonds.	789,920	8*	"	"	1883	....	2d Mortgage convertible.	2,500,000	7	May & Nov.	"	1895	....
Tennessee Substitution Bonds.	1,688,000	7*	Jan. & July.	N. Y. & Lond.	1901	....	2d Mortgage non-convertible.	1,500,000	7	"	"	1896	....
Special Mort. (Gainesville Br.)	53,000	8	May & Nov.	Mobile.	1877	....	3d Mort., Equipment.	3,800,000	7	"	"	1896	....
2d Mortgage.	1,453,858	8	March.	"	1877	....	1st Mort. (West. Extension).	2,425,000	7	"	"	1896	....
Consol. Mort. for \$15,000,000.	977,550	7*	Jan. & July.	N. Y. & Lond.	1904	....	Consolidated Mortgage.	1,200,000	7	"	"	1896	....
Convertible 1 per cent. bonds.	977,550	8	M. J. S. & D.	New York.	....	....	New York, Providence & Boston:						
Montclair (N. Y. and O. Mid.):							1st Mortgage.	76,000	6	Feb. & Aug.	New York.	1878	....
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....	Improvement Bonds.	100,000	7	Jan. & July.	"	1876	....
2d Mortgage.	780,000	7	"	"	....	....	Extension Bonds.	250,000	6	May & Nov.	"	73-'81	....
Income Mortgage.	888,400	7	"	"	....	....	General Mort. for \$1,000,000.	887,000	7	Jan. & July.	"	1899	....
Montgomery and Erie (Erie):							Norfolk & Petersburg (A.M. & O.):						
1st Mortgage.	127,000	7	May & Nov.	New York.	1888	....	1st Mortgage.	306,000	8	Jan. & July.	New York.	1877	....
2d Mortgage.	47,000	7	April & Oct.	"	1887	....	1st Mortgage.	157,000	7	"	"	1877	....
Montgomery and Bufala:							2d Mortgage.	458,000	8	"	Norfolk.	1883	....
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	North Carolina:						
1st Mortgage not endorsed.	330,000	8	June and Dec.	"	1900	....	1st Mortgage.	375,000	8	May & Nov.	Co's Shops, N.C.	1878	....
Monticello and Fort Jervis:							North Eastern (S. Car.):						
1st Mortgage gold, tax free.	500,000	7*	J. A. J. & O.	New York.	1890	....	1st Mortgage.	820,000	8	March & Sept.	Charleston.	1869	....
Morris and Essex (D. L. & W.):							2d Mortgage.	226,600	8	"	"	1899	....
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	117	North Missouri (St. L., K. C. & N.):						
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	"	1891	106	1st Mortgage.	3,000,000	7	Jan. & July.	New York.	1895	98
Convertible bonds.	384,600	7	Jan. & July.	"	1900	100	North Pennsylvania:						
Construction bonds.	673,000	7	Feb. and Aug.	"	1889	103	1st Mortgage.	1,930,500	6	Jan. & July.	Philadelphia.	1885	106
Gen'l M. (lat on Bonton Br.) gr.	4,821,000	7	April & Oct.	"	1901	104	2d Mortgage.	1,500,000	7	May & Nov.	"	1896	106
Special Mortgage.	1,029,000	7	"	"	1915	99	Chattel Mortgage.	360,000	10	April & Oct.	"	1877	103
Consol. mort. for \$25,000,000 guar.	3,000,000	7	June & Dec.	"	1915	99	General Mortgage.	2,035,000	7	Jan. & July.	"	1903	104
Nashville, Chattanooga & St. Louis:							North Shore (Fluah., N.S. & Cent.):						
1st Mort. endorsed by Tenn.	1,450,000	6	Jan. & July.	New York.	74-'88	....	1st Mortgage.	125,000	7	Feb. & Aug.	New York.	1887	....
2d Mort. (Government Subsidy)	1,000,000	4	"	"	81-'91	....	Northern Central:						
New Mortgage.	5,900,000	7	"	"	1913	....	1st Mortgage, Md. State loan.	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
Nashville and Decatur (L. & Nash.):							2d Mortgage S. F. Coupon.	1,490,000	6	Jan. & July.	Baltimore.	1885	104
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89	3d Mortgage Coupon.	1,126,000	6	April & Oct.	Phila. & Balt.	1900	101
2d Mortgage gold.	500,000	6*	April & Oct.	Nashville.	1887	....	3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	102
Nashua and Lowell:							Income conv. coupon.	1,000,000	7	April & Oct.	Harrisburg.	1880	....
Bonds for freight depot.	200,000	6*	Feb. & Aug.	Boston.	1892	....	Income coupon.	3,000,000	7	Jan. & July.	"	1922	....
Newark & New York (C. of N. J.):							Consol. Mort. registered.	2,599,000	6*	April & Oct.	Baltimore.	1900	102
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....	Consol. Mort. registered.	205,000	6*	Jan. & July.	London & Balt.	1904	....
New Bedford:							Consol. General Mort. S. F.	2,964,000	6*	Jan. & July.	"	1904	....
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98	Northern New Jersey (Erie):						
New Issue for \$360,000.	400,000	7	"	"	1894	105	1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey City.	1878	....
New Haven and Derby:							Northern Pacific:						
1st Mortgage.	525,000	7	Various.	New Haven.	98-'00	....	1st Mort. on R						



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:							Philadelphia, Wilmington & Balt:						
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	105 1/2	Mortgage Loan, convertible....	290,000	6	Jan. & July.	Phila. & Balt.	1884	101 1/2
Plain Bonds.....	32,000	5	" " "	"	1884	99	Loan of 1886.....	161,000	6	April & Oct.	" " "	1876	"
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	101 1/2	Loan of 1887.....	1,600,000	6	" " "	" " "	1887	101 1/2
New Bonds for \$3,000,000.....	1,692,000	7	March & Sept.	"	1894	111	Loan of 1872.....	700,000	6	" " "	" " "	1892	"
Cape Cod Railroad Bonds.....	265,500	7	Feb. and Aug.	"	1881	105 1/2	Loan of 1875.....	632,000	6	" " "	" " "	1900	"
Omaha and Northwestern:							Plecker Valley (Phila. & Rdg):						
1st Mort. Land Grant, Gold.....	16,000 pm	7 3/4	Jan. & July.	New York.	1901	....	1st Mortgage, guaranteed.....	331,900	7	April & Oct.	Philadelphia.	1900	....
Omaha and Southwestern:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	95	1st Mort. (Col. & Newark Div.):	875,000	7	Jan. & July.	Philadelphia.	1890	....
Orange, Alex. and Manassas—							1st Mort. (Stenb. & Ind.) conv.....	3,000,000	8	Monthly.	New York.	1884	85
See Wash. C. Va. Mid. & Gt. So.							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	82
Oregon and California:							Consolidated 2d Mortgage.....	5,000,000	7	April & Oct.	"	1913	....
1st Mortgage gold.....	10,950,000	7*	April & Oct.	New York.	....	....	Pittsburg, Ft. Wayne & Chicago:						
Oswego Valley & Southern Kansas:							1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	120
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
Oshkosh & Miss. (C.M. & S.P.):							1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Oswego and Rome (R.W. & O.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	110 1/2
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	....
1st Mortgage guar. by C.B. & Q.	1,131,000	8	Jan. & July.	N.Y. & Bost.	1900	108	2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	....
Owensboro' and Russellville:							2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	102
Pacific of Missouri (Atl. & Pac.):							Constructive bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	94 1/2	Equipment bonds.....	1,000,000	8	March & Sept.	"	1884	....
2d Mortgage sinking fund.....	2,804,000	7	Jan. & July.	"	1891	84	Pittsburg, Va. and Charleston:						
Income Bonds.....	1,500,000	7	Mar. and Sept.	"	1892	....	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
St. Louis County Debt.....	700,800	7	Monthly.	St. Louis.	1885	....	Pittsburg, Wash. & Baltimore:						
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	1st Mort. (Pittsb. & Conn'sville).....	4,000,000	7	Jan. & July.	Baltimore.	1898	103 1/2
1st Mort. (Carondelet Branch).....	500,000	6*	April & Oct.	"	1893	....	2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Leav. Atch. & N.W.).....	500,000	7	" " "	"	1889	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mort. (Lex. & St. Louis) gold	900,000	6*	June & Dec.	"	1899	....	Real Estate Mortgage.....	100,000	6	"	"	1888	....
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,505,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....	1st Mortgage for \$3,500,000.....	20,000 pm	7*	Jan. & July.	New York.	1901	....
Panama:							Port Huron and Lake Michigan:						
General Mortgage, stig £597,800.	2,839,330	7*	April & Oct.	London.	1897	....	1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	....
Paris and Decatur:							Portland & Ogdensb. (Me. & N.H.):	800,000	6*	Jan. & July.	Boston.	1900	....
1st Mortgage gold, S. F.....	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....	Consol. Mort. gold, for \$3,300,000	248,000	6*	May & Nov.	"	1901	50 1/2
Paterson and Newark (Erie):							Portland and Ogdensb. (Vt.):	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	48
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Oxford Central:	250,000	6	Jan. & July.	Portland.	1883	....
Pekin, Linc. & Decatur (T.W. & W.):							Portland and Rochester:						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	80	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
Pemberton & Hights. (U.C. of N.J.):							1st Mortgage (equal lien).....	100,000	7	April & Oct.	"	1887	....
1st Mortgage guaranteed.....	100,000	7	Jan. & July.	Philadelphia.	1889	100	2d Mort. (Portland Loan).....	300,000	6	Mar. & Sept.	"	1891	....
Peninsular (Mich.) Railway:							Port Royal (S. C.):						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	....	1st Mortgage gold, skg fd.....	1,500,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.) 2d series	979,000	7*	" " "	"	1900	....	1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" " "	" " "	1899	....
Pennsylvania:							Portsmouth, Gt. Falls & Conway:						
1st Mort. (Harris'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	106 1/2	1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	82
General Mortgage.....	19,999,700	6	J. A. J. & O.	Philadelphia.	1910	108 1/2	Poughkeepsie and Eastern:						
General Mortgage, registered.....	29,250,000	6*	Jan. & July.	London.	1905	160	1st Mort. gold, conv. & tax free..	644,500	7*	Jan. & July.	New York.	1910	....
Consolidated Mortgage.....	5,007,390	5	April & Oct.	Philadelphia.	1875-90	....	2d Mortgage.....	78,000	7	" " "	"	....	....
State lien for \$7,500,000, skg fd							Providence and Worcester:						
Pennsylvania Coal:							1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1890	....
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	Stoughton Branch bonds.....	1,000,000	6	" " "	"	....	....
Pennsylvania and Delaware:							Quincy, Alton and St. Louis:						
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	1st Mortgage gold.....	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
2d Mortgage.....	519,000	7	April & Oct.	"	1903	....	Quincy and Palmyra:						
Pennsylvania & New York (L.V.):							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	109 1/2	Quincy and Toledo (T. W. & W.):						
2d Mortgage guaranteed.....	1,500,000	7	" " "	"	1906	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	60
Pearla & Bureau Val. (O.R. & P.):							Quincy & Warsaw (O.B. & Q.):						
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	1st Mortgage, guaranteed.....	750,000	8	Jan. & July.	Boston.	1890	105 1/2
Pearla & Hannibal (O.B. & Q.):							Reading and Columbia (P. & R.):						
1st Mortgage, traffic guarantee.....	571,000	8	Jan. & July.	Boston.	1878	104	1st Mort., Coupon, guaranteed.....	650,000	7	March & Sept.	New York.	1882	97
Pearla, Pekin and Jacksonville:							2d Mort., Coupon, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Rensselaer and Saratoga:						
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	"	1900	....	1st Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	117
Pearla and Rock Island:							2d Mortgage.....	150,000	7	" " "	"	1887	....
1st Mortgage.....	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"	1890	....
Peterson (Phila. and Rdg):							1st Mortgage (Glenn's Falls).....	125,000	7	Jan. & July.	"	1894	....
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	90	Consol. Mort. for \$2,000,000.....	1,925,000	7	May and Nov.	"	1921	92
Petersburg:							Richmond and Danville:						
1st Mortgage (Installments).....	341,500	8	Jan. & July.	New York.	1902	....	Virginia State Loan, skg fund.....	600,000	6	Jan. & July.	Richmond.	1880	....
2d Mortgage.....	500,000	8	" " "	"	1902	....	Virginia State guar. bonds.....	157,800	6	" " "	"	1876	....
Philadelphia and Baltimore Cent:							1st Mort. (Peldmont Branch).....	500,000	8	" " "	"	1888	....
1st Mortgage (Penn. Div. 30 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	1st Mort. (Northwestern, N.C.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	....	....
1st Mortgage (Md. Div. 9 1/2 m.)	300,000	6	" " "	"	1891	....	Consolidated Mortgage.....	1,784,000	6	May and Nov.	New York.	1875-90	69 1/2
2d Mortgage (Pa. & Md. 4 1/2 m.)	400,000	7	" " "	"	1900	....	Rich. Frederickburg & Potomac:						
Philadelphia and Erie (Penn.):							Sterling Loan.....	87,771	6*	Jan. & July.	London.	1875	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	102							



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:							South Carolina:						
1st Mortgage.....	\$46,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,833	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot.....							1st Mortgage (L.) currency.....	897,000	7	" " "	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
2d Mort. ( " ).....	17,500	6	" " "	"	1879	....	Domestic (G) Bonds.....	111,000	8	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	70,000	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1890	....	South Georgia and Florida:						
1st M. (W.D.) land grant, g'd tax fr	5,500,000	8*	" " "	"	1900	....	1st Mort. assumed by Atl. & Gulf	404,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort. ....	200,000	7	" " "	"	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	107 1/2	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	"	1894	109	South and North Alabama:						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	89	1st Mort. endor. by Ala. gold....	891,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	...	Sterling Mort. guar. by L. & N.	£1,100,000	...	May & Nov.	London.	....	...
2d Mortgage Income (Series E)	1,700,000	7	" " "	"	1894	70	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	1st Mortgage gold, assumed....	7,188,500	6*	Jan. & July.	New York.	1888	69
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	98	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	99 1/2
2d Mort. ( " ).....	6,000,000	7*	May & Nov.	"	1897	78	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas R.R.)	2,500,000	7*	June & Dec.	"	1897	...	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Cairo, Ark. & Tex.)	1,500,000	7*	" " "	"	1897	...	2d preferred bonds.....	621,000	6	" " "	"	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	" " "	"	1899	....	3d preferred bonds.....	452,800	6	" " "	"	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N. Y.):						
1st Mortgage.....	2,920,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv....	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	2d Mortgage.....	600,000	7*	March & Sept.	"	1892	108
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1896	97 1/2	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1899	....	Southern of L. L.						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	2d Mort. Sink. Fund.....	1,500,000	7	May & Nov.	"	...	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	" " "	"	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$23,000,000.	11,000,000	6*	April & Oct.	New York.	....	...
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage, (A.) guaranteed.....	1,000,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	" " "	"	1880	....
2d Mortgage (B.) convertible.....	1,000,000	7	" " "	"	1898	....	South Western (Cent. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Musacoe) conv....	300,000	7	" " "	"	'72-'76	....
1st Mortgage.....	4,500,000	7*	May & Nov.	.....	1908	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car....	250,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	2d Mort. Sink. Fund not endorsed.	198,370	7	" " "	"	1879	....
1st M. (St. Paul to Wabash) 80m.	866,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:						
2d Mort. ( " do. ) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	...	Springfield & Illinois S. Eastern:						
2d M. ( " do. ) R. R. & Lands.	8,500,000	7*	" " "	"	...	...	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000	...	7*	" " "	"	...	...	2d Mortgage gold, tax free.....	440,000	7*	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund....	500,000	7*	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	55
Salem and Lowell (B. & L.):							Stanstead, Shefford and Chambly:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	97	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	48
Band, Mansfield & Newark (B. & O.)							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	90	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Regional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	85
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Funded interest bonds, guar....	111,800	7	" " "	New York.	1889	....	Income Mort. gold.....	200,000	6*	" " "	"	1891	....
Savannah, Griffin & North Ala.:							Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar....	162,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	" " "	New York.	....	...
Savannah and Memphis:							Syracuse, Bing. & N.Y. (DL & W):						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.):							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoolcraft & Three R. (L.S. & M.S.):							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Tobo and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Terre Haute & Indianapolis:						
Selma and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Bonds of 1873 for \$1,900,000.....	616,000	7	" " "	"	1894	....
Selma, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	10,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Selma, Rome and Dalton:							1st Mortgage.....	1,350,000	7	Jan. and July.	.....	1906	65
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	Toledo, Can. Southern & Detroit:						
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	1st Mortgage.....	1,800,000	7	Feb. and Aug.	New York.	1894	85
Equipment Mortgage.....	280,000	10	" " "	"	1881	....	2d Mort. conv. ( " ).....	1,300,000	7	April & Oct.	"	1886	45
Shamokin Valley & Potomac (N.C.):							Equipment Mort. sinking fund....	94,000	8	Jan. & July.	"	1879	....
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	98	Consol. Mort. for \$6,200,000.....	1,500,000	7	May & Nov.	"	1910	45
Sheboygan and Fond du Lac:							1st Mortgage (Burl. Branch).....	250,000	7	June & Dec.	"	1901	50
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Toledo, Wabash and Western:						



## AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage skg fund, guar....	53,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	82
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	105
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " "	300,000	6	"	"	1890	104
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co....	300,000	6	"	"	1890	101 1/2
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1895	103
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	100 1/2
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	60	Jan. and July.	New York.	1890	132
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	79
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,235,000	60	Jan. & July.	N. Y. & Bos.	'96-'99	106 1/2	Western Union (Chl., M. & St. P.):						
1st Mort. Land Grant.....	7,632,000	7	Apr. and Oct.	"	1887	101	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,235,512	6	Jan. & July.	U.S. Treasury.	'96-'99	91 1/2	West Jersey:						
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	....	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	85
Omaha Bridge B'ds, stg \$500,000	2,500,000	80	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	Philadelphia.	1896	102 1/2
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	"	1878	....
1st Mortgage gold, tax free.....	1,600,000	60	May and Nov.	New York.	1886	....	1st Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-'78	....	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	95
Union Pacific, S. Br. (M.K. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	107 1/2
1st Mortgage gold, skg fund.....	3,220,000	60	Jan. & July.	New York.	1890	....	West Wisconsin:						
Union & Titusville (O.C. & A. Riv.):							1st Mort. land gr. gold skg fund	3,900,000	70	Jan. and July.	N.Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	60	1st Mort. (Southern Extension).	640,000	70	"	"	1902	....
United N. J. R. R. & Canal Cos:							White Water Valley:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	100 1/2	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Sterling Loan \$269,200 (U. Co's)	1,844,000	50	"	London.	1894	....	Wico Mico and Pocumoke:						
Sterling Loan \$360,000 ( " )	1,800,000	60	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 Sk. Fund ( " )	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro:						
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	90	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	"	....	....	Wilmington, Colum. & Augusta:						
Starling B.F. \$292,000 (C. & A.M.)	1,310,000	60	Feb. and Aug.	London.	1889	103	1st Mortgage.....	8,900,000	7	June & Dec.	Baltimore.	1900	40
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	105	Wilmington and Reading:						
Loan of 1889 ( " )	866,000	6	June & Dec.	Princeton.	1889	103	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	42
Mortg. Loan ( " )	5,000,000	6	May and Nov.	Philadelphia.	1889	107 1/2	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Loan of 178 (N.J. R.R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1879	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due)	....	....	Sterling Bonds.....	648,700	60	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	70	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	70	Jan. and July.	New York.	1896	100
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	600,000	73	J. A. J. & O. Phil. & Wilm.	1892	....	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	300,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	88
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	78
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,875,000	70	June & Dec.	"	1906	....
1st Mortgage, Sterling.....	1,500,000	73	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent. - See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,613,500	70	Jan. and July.	Boston.	1901	80
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	100 1/2	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	104 1/2	Worcester and Nashua:						
Convertible bonds.....	150,000	7	"	"	1881	103	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	Various.	"	'81-'87	....
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
General 2d series (blue).....	850,000	7	"	"	1890	....	Canal Bonds.						
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	Chesapeake and Delaware:						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	1st Mortgage sinking fund.....	1,998,750	6	Jan. and July.	Philadelphia.	1886	85
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....	Chesapeake and Ohio:						
Vineyard:							Sterling Loan guaranteed.....	4,875,000	50	J. A. J. & O.	London.	1890	....
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	101
Virginia & Tennessee (A.M. & O.):							Delaware Division (L.O. & N.):						
Enlarged Mortgage.....	990,000	6	Jan. and July.	N.Y. & Lynch.	1884	70	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
4th Mortgage.....	870,000	6	March & Sept.	"	1900	69	1st Mort. (1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	103 1/2
Registered Certificates.....	118,298	8	Jan. and July.	"	1875	....	regis. 2d series, July 1, 1899	3,500,000	7	Jan. and July.	"	1884	103 1/2
Funded Interest.....	226,300	8	"	"	1880	....	tered. 3d series, Jan. 1, 1871	3,500,000	7	"	"	1891	107 1/2
Income Mortgage (fundable).....	98,300	8	"	"	1886	....	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	98
Walkill Valley (Erie):							Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
1st Mortgage gold, tax free.....	810,500	70	Apr. and Oct.	New York.	1901	....	Lehigh Coal and Navigation:						
Warren (D. L. & W.):							Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	97
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Convertible Bonds.....	41,550	6	"	"	1882	90
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	106	Convertible Loan, gold.....	794,000	60	March & Sept.	"	1894	103
Warren & Franklin (O.C. & A.R.):							1st Mortgage, registered.....	5,381,983	6	J. A. J. & O.	"	1884	99 1/2
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	80	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	100
Warwick Valley (Erie):							Mortgage (equip.) Loan, gold.....	4,692,500	60	June & Dec.	"	1897	98
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Consolidated Mortgage.....	1,063,000	7	"	"	1911	95
Wasatch and Jordan Valley:							Greenwood Mortgage Loan.....	744,000	7	Feb. and Aug.	"	1892	97 1/2
1st Mortgage.....	150,000	90	May and Nov.	New York.	1883	....	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Washington City, Va. Mid. & Gt. So:							Monongahela Navigation:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	70 1/2	1st Mortgage.....	108,000	6	Jan. and July.	New York.	1887	....
2d Mort. ( " )	850,000	7	"	"	1891	....	Morris (and Banking):						
3d Mort. ( " )	400,000	6	May and Nov.	"	1873	91	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
4th Mort. ( " )	1,200,000	6	Jan. and July.	"	1875	70	Boat Loan, sinking fund.....	238,985	7	Apr. and Oct.	"	1899	101
5th Mort. ( " )	600,000	8	May and Nov.	"	1873	70	Preferred Stock Dividend Scrip.	103,104	7	Jan. and July.	"	1887	....
6th Mort. ( " )	700,000	8	March & Sept.	"	1880	44	Pennsylvania:						
Funded Coupons (do.)	722,664	....	"	"	....	....	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	71 1/2
1st Mort. (Lynchburg & Danville)	621,000	....	Apr. and Oct.	"	1896	....	1st Mortgage (W. Val. Can.).....	600,000	6	"	"	1878	....
Virginia State Loan.....	249,962	7	Jan. and July.	"									



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

**So asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."**

[illegible]



Dec. 31, 1876	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	17
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## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

**“Rolling Stock”** occurring in the column headed “Rolling Stock” signifies that the cost thereof is included, in that headed “Railroad.” A dash (—) across the column signifies “all,” and running dots (....) signify “not ascertainable.”

**Land Grant Railroads** are printed in “*Italic*.” State-aid Railroads are distinguished by a “s.”

[illegible]



Dec. 31, 1875	484.3	767.5	418,169	82,020	L. S. & Mich. S. N. Y., P. O. Mich. Ind. & Ill.	68,401,473	14,378,708	2,782,077	1,175.4	1,151,137	3,170,254	5,492,400	14,434,108	8,902,007	2	100	54
Jan. 30, 1876	103.1	13.0	15,616	2	323 Lake St., Tuscarawas V. & W. heeling. O.	4,720,832	74,443	2,024,236	2,578,000	283,956	182,500	288,164	346,009	136,017	100	100	100
Feb. 28, 1876	103.0	13.0	15,616	4	344 Lake Superior and Mississippi. Minn.	7,366,399	10,925	5,126,000	7,955,500	197,744	350,374	187,159	388,787	139,708	100	100	100
Mar. 31, 1876	21.8	4.1	12.1	9	Lawrence (P. F. W. & Co.). Pa. & Ohio.	804,622	47,028	460,000	695,500	13,780	44,380	67,486	137,189	47,852	100	100	100
Apr. 30, 1876	184.2	1.8	9.2	14	Zenith, Atchison & Nthw. (Pac.) Ks.	6,378,151	604,364	600,500	680,000	514,822	274,176	178,562	417,825	178,562	100	100	100
May 31, 1876	150.0	32.4	10.0	20	Lehigh and Susquehanna (C. of N. J.). Pa.	6,751,100	125,119	5,000,000	5,800,000	514,822	274,176	178,562	417,825	178,562	100	100	100
Jun. 30, 1876	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Jul. 31, 1876	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Aug. 31, 1876	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Sep. 30, 1876	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Oct. 31, 1876	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Nov. 30, 1876	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Dec. 31, 1876	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Jan. 30, 1877	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Feb. 28, 1877	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Mar. 31, 1877	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Apr. 30, 1877	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
May 31, 1877	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Jun. 30, 1877	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Jul. 31, 1877	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Aug. 31, 1877	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Sep. 30, 1877	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Oct. 31, 1877	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Nov. 30, 1877	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Dec. 31, 1877	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Jan. 30, 1878	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Feb. 28, 1878	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Mar. 31, 1878	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Apr. 30, 1878	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
May 31, 1878	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Jun. 30, 1878	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Jul. 31, 1878	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Aug. 31, 1878	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Sep. 30, 1878	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Oct. 31, 1878	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Nov. 30, 1878	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Dec. 31, 1878	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Jan. 30, 1879	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Feb. 28, 1879	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Mar. 31, 1879	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Apr. 30, 1879	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
May 31, 1879	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Jun. 30, 1879	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Jul. 31, 1879	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Aug. 31, 1879	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Sep. 30, 1879	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Oct. 31, 1879	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Nov. 30, 1879	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Dec. 31, 1879	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Jan. 30, 1880	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Feb. 28, 1880	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Mar. 31, 1880	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Apr. 30, 1880	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
May 31, 1880	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Jun. 30, 1880	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Jul. 31, 1880	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Aug. 31, 1880	103.1	13.0	15,616	20	Lehigh Valley. Pa.	18,282,333	15,830,558	455,048	10,248,000	15,019,768	618,258	3,237,376	5,237,376	1,192,878	100	100	100
Sep. 30, 1880	103																



[illegible]



Sept. 1, 1875	10	603	Richmond and Danville	5,800,614	2,519,366	160,442	4,000,000	3,922,986	729,757	48,979	924.6	670,412	186,678	221,017	9,230,858	823,448	100
Sept. 10, 1875	10	176	Richmond and Petersburg	1,102,684	317,167	1,005,000	278,733	285,488	775,366	630,214	87.0	163,541	163,860	45,372	164,983	75,351	100
Sept. 20, 1875	10	41	Richmond, York Riv. & Chesapeake	1,257,846	27,084	1,050,000	650,000	670,610	1,043,388	920,214	38.3	23,560	23,560	66	69,108	14,211	100
Sept. 30, 1875	10	910	Rockford, Rock Island and St. Louis	10,820,900	389,008	38,169	9,000,000	1,043,388	1,043,388	270.2	923,797	183,286	233,292	387,914	181,484	61	100
Oct. 1, 1875	10	176	Richmond and Petersburg	1,102,684	317,167	1,005,000	278,733	285,488	775,366	630,214	87.0	163,541	163,860	45,372	164,983	75,351	100
Oct. 10, 1875	10	41	Richmond, York Riv. & Chesapeake	1,257,846	27,084	1,050,000	650,000	670,610	1,043,388	920,214	38.3	23,560	23,560	66	69,108	14,211	100
Oct. 20, 1875	10	910	Rockford, Rock Island and St. Louis	10,820,900	389,008	38,169	9,000,000	1,043,388	1,043,388	270.2	923,797	183,286	233,292	387,914	181,484	61	100
Oct. 30, 1875	10	176	Richmond and Petersburg	1,102,684	317,167	1,005,000	278,733	285,488	775,366	630,214	87.0	163,541	163,860	45,372	164,983	75,351	100
Nov. 1, 1875	10	41	Richmond, York Riv. & Chesapeake	1,257,846	27,084	1,050,000	650,000	670,610	1,043,388	920,214	38.3	23,560	23,560	66	69,108	14,211	100
Nov. 10, 1875	10	910	Rockford, Rock Island and St. Louis	10,820,900	389,008	38,169	9,000,000	1,043,388	1,043,388	270.2	923,797	183,286	233,292	387,914	181,484	61	100
Nov. 20, 1875	10	176	Richmond and Petersburg	1,102,684	317,167	1,005,000	278,733	285,488	775,366	630,214	87.0	163,541	163,860	45,372	164,983	75,351	100
Nov. 30, 1875	10	41	Richmond, York Riv. & Chesapeake	1,257,846	27,084	1,050,000	650,000	670,610	1,043,388	920,214	38.3	23,560	23,560	66	69,108	14,211	100
Dec. 1, 1875	10	910	Rockford, Rock Island and St. Louis	10,820,900	389,008	38,169	9,000,000	1,043,388	1,043,388	270.2	923,797	183,286	233,292	387,914	181,484	61	100
Dec. 10, 1875	10	176	Richmond and Petersburg	1,102,684	317,167	1,005,000	278,733	285,488	775,366	630,214	87.0	163,541	163,860	45,372	164,983	75,351	100
Dec. 20, 1875	10	41	Richmond, York Riv. & Chesapeake	1,257,846	27,084	1,050,000	650,000	670,610	1,043,388	920,214	38.3	23,560	23,560	66	69,108	14,211	100
Dec. 30, 1875	10	910	Rockford, Rock Island and St. Louis	10,820,900	389,008	38,169	9,000,000	1,043,388	1,043,388	270.2	923,797	183,286	233,292	387,914	181,484	61	100
Jan. 1, 1876	10	176	Richmond and Petersburg	1,102,684	317,167	1,005,000	278,733	285,488	775,366	630,214	87.0	163,541	163,860	45,372	164,983	75,351	100
Jan. 10, 1876	10	41	Richmond, York Riv. & Chesapeake	1,257,846	27,084	1,050,000	650,000	670,610	1,043,388	920,214	38.3	23,560	23,560	66	69,108	14,211	100
Jan. 20, 1876	10	910	Rockford, Rock Island and St. Louis	10,820,900	389,008	38,169	9,000,000	1,043,388	1,043,388	270.2	923,797	183,286	233,292	387,914	181,484	61	100
Jan. 30, 1876	10	176	Richmond and Petersburg	1,102,684	317,167	1,005,000	278,733	285,488	775,366	630,214	87.0	163,541	163,860	45,372	164,983	75,351	100
Feb. 1, 1876	10	41	Richmond, York Riv. & Chesapeake	1,257,846	27,084	1,050,000	650,000	670,610	1,043,388	920,214	38.3	23,560	23,560	66	69,108	14,211	100
Feb. 10, 1876	10	910	Rockford, Rock Island and St. Louis	10,820,900	389,008	38,169	9,000,000	1,043,388	1,043,388	270.2	923,797	183,286	233,292	387,914	181,484	61	100
Feb. 20, 1876	10	176	Richmond and Petersburg	1,102,684	317,167	1,005,000	278,733	285,488	775,366	630,214	87.0	163,541	163,860	45,372	164,983	75,351	100
Feb. 30, 1876	10	41	Richmond, York Riv. & Chesapeake	1,257,846	27,084	1,050,000	650,000	670,610	1,043,388	920,214	38.3	23,560	23,560	66	69,108	14,211	100
Mar. 1, 1876	10	910	Rockford, Rock Island and St. Louis	10,820,900	389,008	38,169	9,000,000	1,043,388	1,043,388	270.2	923,797	183,286	233,292	387,914	181,484	61	100
Mar. 10, 1876	10	176	Richmond and Petersburg	1,102,684	317,167	1,005,000	278,733	285,488	775,366	630,214	87.0	163,541	163,860	45,372	164,983	75,351	100
Mar. 20, 1876	10	41	Richmond, York Riv. & Chesapeake	1,257,846	27,084	1,050,000	650,000	670,610	1,043,388	920,214	38.3	23,560	23,560	66	69,108	14,211	100
Mar. 30, 1876	10	910	Rockford, Rock Island and St. Louis	10,820,900	389,008	38,169	9,000,000	1,043,388	1,043,388	270.2	923,797	183,286	233,292	387,914	181,484	61	100
Apr. 1, 1876	10	176	Richmond and Petersburg	1,102,684	317,167	1,005,000	278,733	285,488	775,366	630,214	87.0	163,541	163,860	45,372	164,983	75,351	100
Apr. 10, 1876	10	41	Richmond, York Riv. & Chesapeake	1,257,846	27,084	1,050,000	650,000	670,610	1,043,388	920,214	38.3	23,560	23,560	66	69,108	14,211	100
Apr. 20, 1876	10	910	Rockford, Rock Island and St. Louis	10,820,900	389,008	38,169	9,000,000	1,043,388	1,043,388	270.2	923,797	183,286	233,292	387,914	181,484	61	100
Apr. 30, 1876	10	176	Richmond and Petersburg	1,102,684	317,167	1,005,000	278,733	285,488	775,366	630,214	87.0	163,541	163,860	45,372	164,983	75,351	100
May 1, 1876	10	41	Richmond, York Riv. & Chesapeake	1,257,846	27,084	1,050,000	650,000	670,610	1,043,388	920,214	38.3	23,560	23,560	66	69,108	14,211	100
May 10, 1876	10	910	Rockford, Rock Island and St. Louis	10,820,900	389,008	38,169	9,000,000	1,043,388	1,043,388	270.2	923,797	183,286	233,292	387,914	181,484	61	100
May 20, 1876	10	176	Richmond and Petersburg	1,102,684	317,167	1,005,000	278,733	285,488	775,366	630,214	87.0	163,541	163,860	45,372	164,983	75,351	100
May 30, 1876	10	41	Richmond, York Riv. & Chesapeake	1,257,846	27,084	1,050,000	650,000	670,610	1,043,388	920,214	38.3	23,560	23,560	66	69,108	14,211	100
Jun. 1, 1876	10	910	Rockford, Rock Island and St. Louis	10,820,900	389,008	38,169	9,000,000	1,043,388	1,043,388	270.2	923,797	183,286	233,292	387,914	181,484	61	100
Jun. 10, 1876	10	176	Richmond and Petersburg	1,102,684	317,167	1,005,000	278,733	285,488	775,366	630,214	87.0	163,541	163,860	45,372	164,983	75,351	100
Jun. 20, 1876	10	41	Richmond, York Riv. & Chesapeake	1,257,846	27,084	1,050,000	650,000	670,610	1,043,388	920,214	38.3	23,560	23,560	66	69,108	14,211	100
Jun. 30, 1876	10	910	Rockford, Rock Island and St. Louis	10,820,900	389,008	38,169	9,000,000	1,043,388	1,043,388	270.2	923,797	183,286	233,292	387,914	181,484	61	100
Jul. 1, 1876	10	176	Richmond and Petersburg	1,102,684	317,167	1,005,000	278,733	285,488	775,366	630,214	87.0	163,541	163,860	45,372	164,983	75,351	100
Jul. 10, 1876	10	41	Richmond, York Riv. & Chesapeake	1,257,846	27,084	1,050,000	650,000	670,610	1,043,388	920,214	38.3	23,560	23,560	66	69,108	14,211	100
Jul. 20, 1876	10	910	Rockford, Rock Island and St. Louis	10,820,900	389,008	38,169	9,000,000	1,043,388	1,043,388	270.2	923,797	183,286	233,292	387,914	181,484	61	100
Jul. 30, 1876	10	176	Richmond and Petersburg	1,102,684	317,167	1,005,000	278,733	285,488	775,366	630,214	87.0	163,541	163,860	45,372	164,983	75,351	100
Aug. 1, 1876	10	41	Richmond, York Riv. & Chesapeake	1,257,846	27,084	1,050,000	650,000	670,610	1,043,388	920,214	38.3	23,560	23,560	66	69,108	14,211	100
Aug. 10, 1876	10	910	Rockford, Rock Island and St. Louis	10,820,900	389,008	38,169	9,000,000	1,043,388	1,043,388	270.2	923,797	183,286	233,292	387,914	181,484	61	100
Aug. 20, 1876	10	176	Richmond and Petersburg	1,102,684	317,167	1,005,000	278,733	285,488	775,366	630,214	87.0	163,541	163,860	45,372	164,983	75,351	100
Aug. 30, 1876	10	41	Richmond, York Riv. & Chesapeake	1,257,846	27,084	1,050,000	650,000	670,610	1,043,388	920,214	38.3	23,560	23,560	66	69,108	14,211	100
Sep. 1, 1876	10	910	Rockford, Rock Island and St. Louis	10,820,900	389,008	38,169	9,000,000	1,043,388	1,043,388	270.2	923,797	183,286	233,292	387,914	181,484	61	100
Sep. 10, 1876	10	176	Richmond and Petersburg	1,102,684	317,167	1,005,000	278,733	285,488	775,366	630,214	87.0	163,541	163,860	45,372	164,983	75,351	100
Sep. 20, 1876	10	41	Richmond, York Riv. & Chesapeake	1,257,846	27,084	1,050,000	650,000	670,610	1,043,388	920,214	38.3	23,560	23,560	66	69,108	14,211	100
Sep. 30, 1																	



An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running date (---) signifies "not ascertained." The column headed "Land Grant Railroads" is distinguished by "LGR."

Philadelphia Stock Exchange.						
Closing Prices for the week ending Oct. 3.						
	W 27.	Th 28.	F 29.	Sat 30.	M. 2.	Tu 3.
Allegheny Val. 7 1/2-100.	102	102	102	102	102	102
7s, Income.	102	102	102	102	102	102
Camden & Am. Co., 1883.	108	108	108	108	108	108
6s, 1889.	108	108	108	108	108	108
Mort. Co., 1889.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Camden and Atlantic.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Preferred.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
1st mortgage.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
2d mortgage.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Catawissa.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Preferred.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
New preferred.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
7s, new.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Del. & Bound Brook.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
7s.	106	102	102	102	102	102
Elmira & Williamport.	106	106	106	106	106	106
Preferred.	106	106	106	106	106	106
7s.	106	106	106	106	106	106
Hunt. & B. Top Mt.	106	106	106	106	106	106
Preferred.	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
2d mortgage.	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Lehigh Navigation.	31 1/2	30 1/2	31	30 1/2	30 1/2	30 1/2
6s, 1877.	30 1/2	30 1/2	31	30 1/2	30 1/2	30 1/2
6s, 1884.	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
Gold Loan.	98	98	98	98	98	98
Railroad Loan.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Conv. Gold Loan.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Lehigh Valley.	48 1/2	49	47 1/2	46 1/2	46 1/2	46 1/2
6s, new, coupon.	48 1/2	49	47 1/2	46 1/2	46 1/2	46 1/2
6s, new, registered.	48 1/2	49	47 1/2	46 1/2	46 1/2	46 1/2
7s.	111	111	111	111	111	111
Consol. mort. Co.	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
Little Schuylkill.	40	40	40	40	40	40
Minehill & Sch. Haven.	53	53	53	53	53	53
North Pennsylvania.	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
1st mortgage 6s.	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
2d mortgage 7s.	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
Chattol 10s.	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
Gen'l mort. 7s, coup.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Northern Central.	30 1/2	29 1/2	27 1/2	26 1/2	26 1/2	26 1/2
Pennsylvania R. R.	47 1/2	46 1/2	47 1/2	46 1/2	46 1/2	46 1/2
1st mortgage.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Gen'l mortgage.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Consol. mort. 6s, reg.	106	106	106	106	106	106
Penn. State Co. 2d series.	106	106	106	106	106	106
Penn. State Co. 3d series.	114	114	114	114	114	114
Philadelphia City, Co.	106	106	106	106	106	106
6s, new.	111	111	111	110 1/2	110 1/2	110 1/2
Phila. and Reading.	32 1/2	29 1/2	24 1/2	19 1/2	22 1/2	22 1/2
Debenture bonds.	106	106	106	106	106	106
7s, of 1893.	106	106	106	106	106	106
7s, new, convertible.	106	106	106	106	106	106
Gen'l mortgage.	106	106	106	106	106	106
Gen'l mortgage, reg.	106	106	106	106	106	106
Philadelphia and Erie.	15 1/2	14 1/2	14	14	14	14
1st mortgage, 6s.	15 1/2	14 1/2	14	14	14	14
2d mortgage, 7s.	15 1/2	14 1/2	14	14	14	14
Pittsb. Cin. & St. L. 7s. 82	82	82	82	82	82	82
Pittsb. Titusv. & Buff. 9 1/2	9 1/2	9	9	6	8 1/2	8 1/2
7s.	106	106	106	106	106	106
Schuylkill Navigation.	12	12	12	12	12	12
Preferred.	12	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
6s, 1872.	106	106	106	106	106	106
6s, 1882.	106	106	106	106	106	106
6s, 1896.	106	106	106	106	106	106
United Co. of N. Jersey 130 1/2	130 1/2	135	134 1/2	134 1/2	134 1/2	134 1/2
Heatonville, (Horse). 26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2
Chestnut & Wal. (do.).	82	82	82	82	82	82
Germantown (do.).	89	89	89	89	89	89
Green and Contee (do.).	106	106	106	106	106	106
Lombard & 8th. (do.).	106	106	106	106	106	106
2d and 3d streets (do.).	106	106	106	106	106	106
Spruce and Pine (do.). 31	31	31	31	31	31	31
13th and 15th sts. (do.). 41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2
Union (do.).	106	106	106	106	106	106

Baltimore Stock Exchange.						
Closing Prices for the week ending Oct. 3.						
	W 27.	Th 28.	F 29.	Sat 30.	M. 2.	Tu 3.
Baltimore and Ohio.	152 1/2	152 1/2	152 1/2	152 1/2	152 1/2	152 1/2
6s, 1880.	107	107	107	107	107	107
6s, 1885.	107	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
Central Ohio.	35	35	35	35	35	35
1st mortgage.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Marietta & Cincinnati.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
1st mortgage, 7s.	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
2d mortgage, 7s.	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
3d mortgage, 8s.	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2
Northern Central.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
2d mortgage, 6s 1888.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
3d mortgage, 6s, 1900.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
6s, 1900, Gold.	102	102	102	102	102	102
Orange and Alex. 1st.	102	102	102	102	102	102
2d mortgage, 6s.	102	102	102	102	102	102
3d mortgage, 8s.	102	102	102	102	102	102
4th mortgage, 8s.	102	102	102	102	102	102
O., Alex. & Manassas 7s.	76	76	76	76	76	76
Pittsb. & Connellsv. 7s 103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
Virginia Co, Consol. 68	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2
Consol. Coupons.	102	102	102	102	102	102
Deferred Certificates.	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Western Maryland.	102	102	102	102	102	102
1st M., end. by Balt.	102	102	102	102	102	102
2d M., do.	102	102	102	102	102	102
3d M., do.	102	102	102	102	102	102
1st M., unendorsed.	92	92	92	92	92	92
2d M., end. Wash. Co.	102	102	102	102	102	102
2d Mort., preferred.	102	102	102	102	102	102
City Passenger R. R., 2d	102	102	102	102	102	102



## New York Stock Exchange.

Closing Prices for the week ending Oct. 4.

	Th. 23. F. 29. Sat. 30. M. 2. Tu. 3. W. 4.		Th. 23. F. 29. Sat. 30. M. 2. Tu. 3. W. 4.
Adams Express.....	107	105	80
Albany and Susq.....	104	104	80
1st mortgage.....	109	109	80
2d mortgage.....	103	103	80
American Express.....	88	88	80
Am. Dock and Imp. 7s.....	11	11	80
Atlantic & Pacific pref.....	16	16	80
Atlantic & Pacific 1st.....	16	16	80
Bost., Hart. & Erie 1st.....	20	20	80
Burl. C. R. & Minn. 1st.....	20	20	80
Central of N. Jersey.....	107	107	80
1st mortgage, new.....	107	107	80
7s, consolidated.....	84	84	80
7s, convertible.....	82	82	80
Central Pacific 6s, gold 110.....	110	110	80
1st M. (San Joaquin).....	94	94	80
1st M. (Cal. and Or.).....	94	94	80
Land grant 6s.....	97	97	80
Chicago and Alton.....	97	97	80
Preferred.....	108	108	80
1st mortgage.....	108	108	80
Sinking Fund.....	108	108	80
Income bonds.....	108	108	80
Ohio, Burl. & Quincy.....	113	113	80
7s, Consol. 1903.....	113	113	80
8s, 1883.....	113	113	80
Chic. & Milwaukee 1st.....	105	105	80
Chic. & Mil. and St. Paul. 28.....	58	58	80
Preferred.....	59	59	80
1st mortgage.....	59	59	80
2d mortgage, 7 3-10s.....	59	59	80
7s, gold.....	102	102	80
1st M. (La Crosse div.).....	102	102	80
1st M. (I. and M. div.).....	102	102	80
1st M. (H. and D. div.).....	102	102	80
1st M. (C. & M. div.).....	102	102	80
Consolidated S. F.....	87	87	80
Chic. & Northwestern.....	34	34	80
Preferred.....	59	59	80
1st mortgage.....	59	59	80
2d mortgage.....	59	59	80
Sinking Fund.....	104	104	80
Consolidated 7s.....	104	104	80
Consol. Gold bonds.....	94	94	80
Do. reg.....	94	94	80
Chic. Rock Isl. & Pac. 103.....	103	103	80
7s, 1896.....	103	103	80
Clev. Col. C. and Ind. 37.....	37	37	80
1st mortgage.....	37	37	80
2d mortgage.....	37	37	80
Consol. Coal of Md.....	31	31	80
Del. & Hudson Canal.....	64	64	80
Reg. 7s, 1891.....	107	107	80
Reg. 7s, 1884.....	103	103	80
7s, 1894.....	103	103	80
Del. Lack. & Western.....	69	69	80
2d mortgage 7s.....	69	69	80
7s, Convertible.....	102	102	80
Det. Mon. & Tol. 1st.....	70	70	80
Det. of Columbia 3-6s.....	71	71	80
Erie Railway.....	91	91	80
Preferred.....	91	91	80
1st mortgage.....	91	91	80
2d mortgage.....	91	91	80
3d mortgage.....	91	91	80
4th mortgage.....	91	91	80
5th mortgage.....	91	91	80
Great Western 1st mort.....	61	61	80
2d mortgage.....	62	62	80
Hannibal & St. Joseph.....	12	12	80
Preferred.....	22	22	80
8s, Convertible.....	70	70	80
Hudson River 2d mort.....	80	80	80
Illinois Central.....	84	84	80
Kansas Pacific.....	84	84	80
Lake Shore & Mich. So. 54.....	54	54	80
Consol. 7s.....	54	54	80
Consol. 7s, reg.....	100	100	80
2d Consolidated.....	100	100	80
Lake Shore Div. bonds.....	55	55	80
Leh. & W.B. 7s, Con.....	55	55	80
Long Dock bonds.....	91x	91x	80
L'ville & Nash. 7s, Cons.....	41	41	80
Michigan Central.....	102	102	80
7s, 1902.....	102	102	80
8s, 1882.....	110	110	80
M. S. and N. I. 1st, S.F.....	110	110	80
2d mortgage.....	104	104	80
Morris and Essex.....	89	89	80
1st mortgage.....	107	107	80
2d mortgage.....	107	107	80
7s of 1871.....	103	103	80
7s, Convertible.....	100	100	80
7s, Consolidated.....	100	100	80
N. Y. Cent. & Hud. Riv. 97.....	97	97	80
7s, Sinking fund, 1876.....	105	105	80
6s, Sinking fund, 1883.....	105	105	80
6s, Sinking fund, 1887.....	105	105	80
1st mortgage, reg.....	118	118	80
1st mortgage, reg.....	133	133	80
Preferred.....	119	119	80
1st mortgage.....	119	119	80
1st mortgage, reg.....	119	119	80

## New York Stock Exchange.

Closing Prices for the week ending Oct. 4.

	Th. 23. F. 29. Sat. 30. M. 2. Tu. 3. W. 4.		Th. 23. F. 29. Sat. 30. M. 2. Tu. 3. W. 4.
New Jersey.....	148	148	148
N. Y., N. Haven & Hart.....	148	148	148
North Missouri 1st M.....	98	98	98
Ohio and Mississippi.....	111	111	111
Preferred.....	111	111	111
2d mortgage.....	66	66	66
Consolidated 7s.....	92	92	92
Consol. Sinking fund.....	92	92	92
1st M. (Springfield D.).....	22	22	22
Pacific Mail S. S. Co. 23.....	22	22	22
Pacific R. R. of Mo. 23.....	22	22	22
1st mortgage.....	83	83	83
2d mortgage.....	83	83	83
Pacific 7s, guar. by Mo.....	123	123	123
Panama.....	123	123	123
Pitts., Ft. W. & Chi. 100.....	100	100	100
1st mortgage.....	100	100	100
2d mortgage.....	100	100	100
3d mortgage.....	100	100	100
Quicksilver Mining Co.....	19	19	19
Preferred.....	19	19	19
St. L., Alton and T. H.....	19	19	19
Preferred.....	19	19	19
1st mortgage.....	19	19	19
2d mortgage, preferred.....	19	19	19
Income bonds.....	19	19	19
St. L., Iron Mt. & S'lnh.....	97	97	97
1st mortgage.....	97	97	97
2d mortgage.....	97	97	97
St. L., Jack. & Chi. 1st.....	97	97	97
St. L., Kan. City & N.....	97	97	97
Preferred.....	97	97	97
Tol. P. & War. 1st E.D.....	85	85	85
1st mort., West. Div.....	85	85	85
Tol., Wab. & Western.....	4	4	4
Preferred.....	4	4	4
1st mortgage.....	4	4	4
2d mortgage.....	4	4	4
7s, Consolidated.....	65	65	65
St. Louis Division.....	65	65	65
Union Pacific.....	65	65	65
1st mortgage.....	106	106	106
Land Grant 7s.....	106	106	106
Sinking Fund 8s.....	91	91	91
United States Express.....	61	61	61
Warren.....	61	61	61
Wells-Fargo Express.....	79	79	79
Western Pacific bonds.....	79	79	79
Western Union Tel.....	70	70	70
7s, S. F. conv., 1900.....	103	103	103

## Boston Stock Exchange.

Closing Prices for the week ending Oct. 4.

	Th. 23. F. 29. Sat. 30. M. 2. Tu. 3. W. 4.		Th. 23. F. 29. Sat. 30. M. 2. Tu. 3. W. 4.
Atch., Top. and San. Fe. 17.....	17	17	17
1st mortgage.....	88	88	88
2d mortgage.....	54	54	54
Land Grant 7s.....	80	80	80
Income 12s.....	81	81	81
Boston and Albany.....	134	134	134
6s, 1896.....	134	134	134
Boston and Lowell.....	90	90	90
7s.....	90	90	90
Boston and Maine.....	97	97	97
Boston and Providence.....	137	137	137
Boston, Hart. & Erie 7s.....	19	19	19
Boston Water Power.....	74	74	74
Burl. & Mo. R. in Iowa.....	74	74	74
Land Grant 7s.....	74	74	74
Burl. & Mo. R. in Neb.....	74	74	74
8s, old.....	102	102	102
Cary Improvement.....	102	102	102
Chic. Burl. and Quincy.....	114	114	114
7s.....	114	114	114
Cin., Sand. and Clev.....	6	6	6
Concord.....	7	7	7
Connecticut River.....	134	134	134
Eastern.....	6	6	6
7s, Sinking Fund.....	6	6	6
New Gold Bonds.....	47	47	47
Fitchburg.....	112	112	112
Ind., Cin. & Lafayette.....	110	110	110
Michigan Central.....	40	40	40
Nashua and Lowell.....	40	40	40
Northern, N. H.....	40	40	40
Norwich & Worcester.....	40	40	40
Ogden & Lake Champlain.....	19	19	19
Preferred.....	100	100	100
Old Colony.....	100	100	100
Ph. Wil. & Baltimore.....	63	63	63
Port'd, Saco & Ports.....	63	63	63
Ports, Gt. Falls & Con.....	63	63	63
Pullman Palace Car.....	76	76	76
Union Pacific.....	77	77	77
6s.....	77	77	77
Land Grant 7s.....	91	91	91
Sinking Fund 8s.....	91	91	91
Vermont and Canada.....	21	21	21
Vermont and Mass.....	100	100	100
Worcester and Nashua.....	100	100	100
Cambridge (Horse).....	62	62	62
Metropolitan ("").....	62	62	62
7s.....	62	62	62
Middlesex ("").....	62	62	62
Central Mining Co.....	170	170	170
Calumet and Hecla.....	170	170	170
Copper Falls.....	6	6	6
Franklin.....	16	16	16
Quincy.....	40	40	40

## New York Stock Exchange.

Closing Prices for the week ending Oct. 4.

	Th. 23. F. 29. Sat. 30. M. 2. Tu. 3. W. 4.		Th. 23. F. 29. Sat. 30. M. 2. Tu. 3. W. 4.
FEDERAL STOCKS.....			
U. S. 4s, 1891, reg.....	111	111	111
U. S. 5s, 10-40s, reg.....	114	114	114
U. S. 5s, 10-40s, coup.....	114	114	114
U. S. 5s, 1881, reg.....	114	114	114
U. S. 5s, 1881, coup.....	114	114	114
U. S. 5s, 1881, reg.....	117	117	117
U. S. 5s, 1881, coup.....	117	117	117
U. S. 5s, 5-20s, reg. 1865.....	118	118	118
U. S. 5s, 5-20s, c. 1865.....	118	118	118
U. S. 5s, 5-20s, r. n. 1865.....	113	113	113
U. S. 5s, 5-20s, c. n. 1865.....	113	113	113
U. S. 5s, 5-20s, reg. 1867.....	113	113	113
U. S. 5s, 5-20s, c. 1867.....	113	113	113
U. S. 5s, 5-20s, reg. 1868.....	118	118	118
U. S. 5s, 5-20s, c. 1868.....	118	118	118
U. S. 5s, Pac. R.R. issue.....	125	125	125

## London Stock Exchange.

Closing Prices.

	Sept. 22.	Sept. 23.	Sept. 24.
Atlantic & Gt. W. 1st mort., \$1,000.....	71	71	71
Do. 2d mort., \$1,000.....	71	71	71
Do. 3d mort., \$1,000.....	71	71	71
Atlantic, Miss. & Ohio Consol. mort. 25.....	25	25	25
Central of New Jersey Consol. mort. 82.....	82	82	82
Central Pacific of California 1st mort. 104.....	104	104	104
Do. (C. & O. div.) 1st mt. gd. bds. 94.....	94	94	94
Detroit & Milwaukee 1st mort. bonds 40.....	40	40	40
Do. 2d do. 30.....	30	30	30
Erie shares, \$100.....	91	91	91
Do. Preference Shares.....	17	17	17
Do. 7 Convertible Gold Bonds.....	33	33	33
Galveston and Harrisburg 1st mort. 75.....	75	75	75
Illinois Central \$100 shares.....	82	82	82
Lehigh Valley Consol. mortgage.....	91	91	91
Marietta and Cincinnati Railway.....	100	100	100
Mo., Kan. & Tex. 1st M. G. B. Eng. 54.....	54	54	54
N. Y. Cent. & Hud. Riv. Mt. bonds 111.....	111	111	111
Do. 1st mortgage.....	90	90	90
Pennsylvania, \$50 shares.....	47	47	47
Do. 1st mortgage.....	47	47	47
Philadelphia and Reading \$50 shares.....	40	40	40
Pittsbg. Ft. W. & Chic. Equip. bds. 105.....	105	105	105
Union Pacific Land Grant 1st mort. 94.....	94	94	94
Do. do. 2d do. 100.....	100	100	100

## American Railroad Journal.

Saturday, October 7, 1876.

## Financial and Commercial Affairs.

The speculation in railroad shares has been excited; and on Monday there was a semi-panic in the coal stocks. The action of the Delaware, Lackawanna and Western Railroad Company, in passing its quarterly dividend of 2½ per cent, which it had been accustomed to pay in October, was supplemented on Monday by a severe decline in Philadelphia and Reading Railroad shares—from 25 to 19½—and at the same time the shares of the Pennsylvania Railroad declined to 46¼. Under these adverse influences, Delaware, Lackawanna and Western declined in this market to 61½ and Delaware and Hudson Canal to 61½. The decline that took place in Philadelphia is attributed to an anxiety on the part of large holders to sell, in anticipation of a decline that was believed to be inevitable, with the purpose of buying in at lower prices. This idea, and a demand to cover contracts caused, on Tuesday, an advance in the coal stocks of 2@3 per cent, but the market on Wednesday was feverish and irregular. Central of New Jersey has been strengthened by the denial of an application for a receivership, and by the promptness with which it met all its October obligations. The Western roads have been the object of attack from the bear party, but advanced sharply on Tuesday, with considerable excitement. A combination among the Southwestern roads to advance rates of freight gave the first impetus to the recovery of prices, to which an effort to establish more remunerative rates over the trunk lines, connecting the seaboard and the Great West, added vigor. On Wednesday, there was renewed excitement, growing out of a sharp



advance in Central of New Jersey and Delaware, Lackawanna and Western, in which the Delaware and Hudson partly shared, and the close for the coal stocks on that day was 6 or 7 per cent above the lowest figures on Monday.

The Philadelphia Inquirer has an article which, in view of the fact that that paper has more than once foreshadowed the action of the Pennsylvania Railroad Company, may be regarded as significant. In speaking of the duty of managers of great corporations towards their stockholders in times like the present, and referring by name to the Pennsylvania and the Lehigh Valley Companies, the Inquirer says: "Let these two companies boldly face the responsibility of their present position and that of this country, and strengthen themselves financially, by abandoning 8 per cent dividends and coming down to 6 per cent, with which all reasonable stockholders will be well satisfied in such times when there are so many investments which pay nothing whatever. A sufficient cause for satisfaction in the matter will be found in the feeling that there will be a reduced risk of final disaster to the principal itself. Surely no sensible stockholder who intends to hold his investment permanently would desire dividends which involved peril to his principal." This looks very much as if it was intended to prepare the public and the stockholders of these companies for a policy already determined upon.

In railroad bonds little change has taken place, but the monotony of the street has been relieved by a flurry in Ohio and Mississippi seconds, on Monday. It was observed that the payment of coupons was conducted with much deliberation (to discover, it was said, some bonds that had been stolen) and this circumstance excited suspicion, under which large amounts were thrown upon the market, and the price touched 50—there was, however, a quick recovery.

Gold was firm until Wednesday, when it declined to 109¾, but closed at 109¾. The cable on Wednesday announced the withdrawal of £180,000 in gold from the Bank of England for shipment to New York. There was an advance of ½c in sterling exchange on Wednesday to \$4 88½ @ \$4 84 for prime 60 day bills. This has been favored by the falling off in exports, owing to the speculative value at which many leading staples were held. The value of exports from New York for the week ending Oct. 3d, was 5,335,115, against \$5,837,619 for the corresponding period in 1876, and \$6,866,219 in 1874. The total exports of produce from this port since January 1, this year, were \$201,853,014, against \$191,280,800 for the corresponding period in 1876, and \$224,828,723 in 1874.

The Portland and Rochester Railroad Co. failed to meet the semi annual interest due on the 1st inst. on \$350,000 of first mortgage bonds.

Money has been spasmodic, but with a gradual hardening of rates. Domestic Exchange is against New York at nearly all points, and we are losing considerable amounts of currency. As high as 4 per cent on call was paid on Tuesday, but the close on Wednesday was at 3 per cent. The danger of a general European war begins to exert an influence in our financial circles.

Much dissatisfaction is expressed on the other side because of the delay in funding the old

Louisiana State bonds, some \$2,500,000 of which are now in New Orleans awaiting the action of the funding board. It is hoped that the interest upon these bonds which has been accumulating for 2½ years, will soon be paid.

Business continues to improve. A telegram from Wilkesbarre, Penn., dated October 2d, informs us that the Lehigh and Wilkesbarre Coal Company have resumed work with a full force of 15,000 hands. Iron manufacturers on the Lehigh have made large purchases of coal and are putting their furnaces in full blast. The export demand for breadstuffs has become very active at advancing prices, and many articles of provisions are higher. Cotton has declined, notwithstanding the frost accounts from the South. Increased shipments have led to a material advance in ocean freights.

The first session of the American Mining Board was held in their new office corner of Pine and Nassau streets on the 2d inst. Wm. Ward, president, made an address. The dealings of the board will be confined to mining, petroleum and manufacturing stocks. It has now 235 members, and 200 more will be added. The income of the board the first year will be about \$24,000. The list, comprising fifty mining companies, was called, and a number of sales made. A rule was adopted by the board fixing all the transactions on a currency basis.

The official record of transactions at the Stock Exchange for the month of September, shows a total in shares of 379,037,500; railroad and State bonds 4,036,000; United States bonds, 2,742,800.

On Wednesday Government bonds closed at the following quotations: United States currency sixes, 124½@125; do. 1881, registered, 116½@117; do. coupon, 117¼@117½; do. 1865, registered, 109½@110; do. coupon, 112½@113; do. new, registered, 112½@112¾; do. coupon, 112½@112¾; do. 1867, registered, 115¼@115½; do. coupon, 115½@115½; do. 1868, registered, 117¼@117½; do. coupon, 117¼@117½; do. ten-forties, registered, 114@114¼; do. coupon, 114¼@115¼; do. fives, 1881, registered, 114½@114¾; do. coupon, 114½@114¾; do. four and one-half, 110¾@111½.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Cedar Falls and Minnesota 1st mort., 90; Canada Southern 1st mort., coupon on, 52½; Galena and Chicago 1st mort., 107; East Tenn., Va. and Ga., 1st mort., 93½; Rome, Watertown and Ogdensburg 7s, consol., 83; Chesapeake and Ohio 1st mort. coupon on, 25; Cleveland and Toledo 7s, S. F., 110½; Rensselaer and Saratoga R. R. 105; New Jersey Southern R. R., ¾; Maryland Coal, 9½; Virginia 6s, consol., 2d series, 33; Tennessee 6s, old, 44½; do. 6s, new, 43½; do. new series, 43½; Arkansas 6s, Fund Act, 80; New York State 7s, B. L., reg., 103; Missouri 6s, long bonds, 108½; do. 6s, 1878, 108; Ohio 6s, 1886, 114; Louisiana 7s, consol., 68; North Carolina Fund Act, 1866, 8; do. 6s, new, Jan. and July, 6; Brooklyn 6s, W. L., 104½. The latest quotations are: Pacific Mail, 22¾@22½; Western Union Telegraph, 70¾@70½; Atlantic and Pacific Tel., 16@17; Quicksilver Mining, 13@15; do. pref., 17@20; Mariposa Land and Mining, 4@5; do. pref., 4½@6; Adams Exp.,

105½@107; American Exp., 58¼@59; U. S. Express, 60@61; Wells-Fargo Express, 78@82; Chicago and Alton, 96½@97½; Cleveland and Pittsburgh, 85¼@86; Chicago and Northwestern, 84¼@85; do. pref., 59½@59¾; Chicago, Rock Island and Pacific, 99¼@99½; Chicago, Milwaukee and St. Paul, 28¾@29; do. pref., 58¾@59; Cleveland, Columbus Cincinnati and Indianapolis, 85½@87½; Columbus, Chicago and Indiana Central, 3¾@3¾; Delaware, Lackawanna and Western, 71¼@71¾; Erie, 9½@9½; Hannibal and St. Joseph, 13@13½; do. pref., 23@24; Lake Shore and Michigan Southern, 54½@54½; Michigan Central, 42½@42½; New York and Harlem, 132¼@135; N. Y. Central and Hudson River, 98¼@98½; Central of New Jersey, 33¼@33½; Ohio and Miss., 10½@10¾; Panama, 128@130; Toledo, Wabash and Western, 4¾@4½; Union Pacific, 60@62½; do. 1st mort., 106¾@106¾; do. 7s, land grant, 99¼@100¼; do. sinking fund 8s, 91½@92; Central Pacific 6s, gold, 109@110.

Philadelphia.—Pennsylvania and New York Canal 7s, 109¾; Belvidere Delaware 2d mort., 100½; do. 3d mort., 98; Steubenville and Indiana 1st mort., 85; Philadelphia, Germantown and Norristown R. R., 101; Central Transp., 41. The latest quotations are: City 6s, 105@106; do. free of tax, 110½@110¾; Pennsylvania State 6s, 2d series, 104½@106; do. 3d series, 112½@114; Philadelphia and Reading, 25¼@25½; do. Gen'l mort. 7s, coup., 105@106; do. reg., 105@106; do. mort. 6s, 1880, 103@106; do. 7s, new conv., 71¼@72½; do. 7s, 1893, 105@—; United New Jersey R. R. and Canal Co., 134@134½; Camden and Amboy mort. 6s, 1889, 107@108; Pennsylvania R. R., 47¼@47¾; do. 1st mort., 106½@107; do. general mort. coupon, 106@107; do. reg., 104@106; do. Consol. mort. 6s, reg., 100@—; Little Schuylkill R. R., 37@—; Morris Canal, 53@—; do. pref., 135@—; Susq. Canal, 5@—; do. 70@72; Schuylkill Nav., 5@—; do. pref., 11½@12; do. 6s, 1882, 70@72; do. 1872, 91@95; Elmira and Williamsport pref., 40@—; do. 7s, 102@—; do. 5s, 65@—; Lehigh Coal and Navigation, 31¼@32; do. 6s, 1884, 95@—; do. R. R. Loan, 99½@100; do. Gold Loan, 96@—; North Pennsylvania, 48@50; do. 6s, 106@—; do. 7s, 110@111; do. Gen'l mort. 7s, reg., 107@—; do. chattel 10s, 108@—; Philadelphia and Erie, 14½@14¾; do. 6s, 100@101; do. 7s, 95¼@96¼; Minehill, 50@50½; Catawissa, 9@11; do. pref., 40@42; do. new pref., —@38; do. 7s, 1900, 105@108; Lehigh Valley, 47@47¼; do. 6s, new coupon, 106@—; do. reg., 107@—; do. 7s, 110½@111½; do. consol. mort., 95½@96¼; Fifth and Sixth streets (horse), 70@—; Second and Third, 80@—; Thirteenth and Fifteenth, 40@41; Spruce and Pine, 30@32; Green and Coates, —@50; Chestnut and Walnut, 80@82; Hestonville, 26¼@27; Germantown, 65@70; Union, 95@98; Lombard and South, 19@20; Ridge Avenue, —@60; Seventeenth and Nineteenth, 36@—.

Baltimore.—Union R. R. 1st mort. guar., 96½; Cincinnati and Baltimore 7s, 98½; Maryland Defense 6s, 113¾; Baltimore and Ohio 1st pref., 107½; do. 2d pref., 101¼; Baltimore City 6s, 1875, 104; do. 1884, 109; do. 1886, 110½; do. 1886, new, 109½; do. 1890, 109½; Cincinnati 7s, 30s, 106¼. The latest quotations are: Cincinnati and Baltimore 7s, 99@99½; Wilmington and Weldon 7s, 100@—; Wilmington, Columbia and



Augusta 7s, —@40; Richmond and Danville 1st mort., 72½@74; Pittsburg and Connelleville 7s, 1898, 103½@104; Baltimore and Ohio, 152@154; do. 1st. pref., 106½@108; do. 2d pref., 101@101½; do. 6s, 1880, 103@—; do. 1885, 104@104½; Northern Central, 25½@26½; do. 6s, 1885, 104@104½; do. 6s, 1900, 101@—; do. 6s, 1900, gold, 101@102; N. W. Va. 3d mort., 1885, 100@—; Marietta and Cincinnati 1st mort. 7s, 1892, 108½@109; do. 2d mort. 7s, 92½@93; do. 3d mort. 8s, 62½@—; Central Ohio, 85@86; do. pref., 85@—; do. 1st mort., 101@101½; Western Maryland 1st mort. 6s, 1890, 91@—; do. 1st mort. guar., 105@—; do. 2d mort. guar., 105@—; do. 3d mort. guar., 105@—; do. 2d mort. pref., 103@—; do. 2d mort. guar. by Washington Co., 102@—; Virginia and Tennessee 2d mort. 6s, 72½@77; do. 3d mort. 8s, 70@80; Orange and Alexandria 1st mort. 6s, 82@90; do. 2d mort. 6s, 71@75; do. 3d mort. 8s, —@65; do. 4th mort. —@40; Orange, Alex. and Manassas 7s, 76@78; Baltimore 6s, 1875, 104@104; do. 1884, 109@—; do. 1886, 110@—; do. 1890, 109½@109½; do. 1900, 109@110; do. 1902, 110@—; do. 5s, 93@—; Memphis City 6s, 50@—; Maryland Defense 6s, 1883, 113½@114; do. Hospital 6s, 106½@107; do. 6s, —@—; Virginia consol. 6s, 67½@67½; do. 2d series, 32¼@34; Virginia Consol. coupons, 87@87½; West Virginia def. certif., 6¼@7; City Passenger R. R., 81@—; George's Creek Coal, 125@130; Atlantic Coal, 1. 85@2.00; Canton Co., 25@30.

Boston.—Arkansas Valley R. R. 7s, 71; Burlington and Missouri River R. R. 8s, 1883, in Nebraska, 90; Illinois Grand Trunk R. R. 8s, 109½; Vermont Central 1st mort., 11; do. 2d mort., 4½; Rutland pref., 7½; Eastern R. B. scrip, 48½; Atchison, Topeka and Santa Fe new scrip, 51; Boston Land 5; Cook Co., Ills., 7s, 1880, 103½; Toledo 7s, 1878, 102¼; Cincinnati 7s, 1888, 106; do. 1892, 109½; do. 7.30s, 1897, 110; Boston 6s, 1880, reg., 107½; Lowell 6s, 1890, 109½; Providence 5s, 1906, gold, 108½; St. Louis 6s, 1886, 103¼; Detroit 7s, 1883, 108; Cleveland 6s, 1880, 101½; Chicago 7s, 1894, 105½; Manchester 6s, 1892, 102¼; Augusta 6s, 1887, 103; Worcester 6s, 1892, 105½; Dawson, 47½c.; Duncan, 14; International, 1½; National, 2; Osceola, 20; Petherick, 60c.; Ridge, 6.

The new Midland Railroad Company, composed of gentlemen interested in the proposed narrow gauge railroad from Boston to Haverhill via Lawrence, has been organized, by the election of a board of directors with James F. Emerson, of Wakefield, Mass., as President, and Geo. O. Carpenter Clerk and Treasurer. It is proposed to build the road only to Reading at present.

Messrs. McCalmont Brothers & Co., London, will pay the sterling coupons due 1st October, and the bonds drawn for payment of the Philadelphia and Reading Railroad Improvement Mortgage bonds at their office on and after that date.

Messrs. J. S. Morgan & Co., London, will pay the coupons due 1st October on the Allegheny Valley Railroad Company's bonds (guaranteed by the Pennsylvania Railroad Company), negotiated through them, at their counting-house on and after the 2d of October.

### Railways in India.

According to the report of Mr. Juland Danvers, Government Director of Indian Railways, there has been spent up to the present time a total guaranteed capital of about 94 millions sterling, at the cost of which a length of 5,694 miles has been opened to traffic, while 505 more are under construction. The direct State outlay has meanwhile amounted to 12 millions, for which 803 miles have been opened, while 2,418 more have been sanctioned. The principal additions to the length of open railway made during 1875 were, in the Punjab, 62 miles of the temporary narrow gauge line from Lahore to Wazirabad, which will eventually be replaced by a permanent one on the broad gauge now being constructed by the side of it; and in Madras, the extension of the south Indian railway for 97 miles from Trichinopoly to Tuticorin; while in Rajputana further portions of the State line from Agra to Nusseerabad, and of Holkar's line from Indore to Khundwa, were completed. A short narrow gauge line of 80 miles from Muthra to Hathras was constructed at the expense of the local revenues; and on the Oude and Rohilkund line the important bridge across the Ganges at Cawnpore, which connects the Oude system with the East Indian railway, was finished.

A dispatch to the N. Y. Sun from Harrisburg, Penn., says the contracts for the pipes through which oil is to flow to the seaboard have been given out. The line will have a capacity equal to one-fourth the present production, or about 30,000 barrels a day. Mr. Henry Harley, president of the Pennsylvania Transportation Company, says that it is proposed to borrow from manufacturers the entire capital for the project, and \$200,000 more, the \$200,000 to be expended in paying the debt that the existing company is unable to pay. The company will require 288 miles of four inch pipe. The work is to be completed by the first of December next.

The Cumberland Valley Railroad Company has declared the usual quarterly dividend of 2½ per cent. At a meeting of the directors, held in Philadelphia on the 27th ult., they refused to hear an argument of the attorney of the Harrisburg and Potomac Railroad pertaining to the connecting of the two roads, as the question had already been determined by them.

The Baltimore City Passenger Railway Company have declared a quarterly dividend of 75 cents per share, payable October 6. There are 40,000 shares of stock, and \$30,000 will be paid to stockholders. On July 1 a dividend of \$1 per share was declared, and a like dividend last January.

The proposition to subscribe \$100,000 to the Washington, Cincinnati and St. Louis railroad will be voted on by the people of Rappahannock county, Va., on the 14th of October. Page county, on a similar proposition, will vote on the 17th of the same month.

A loan of the State of Massachusetts of \$8,000,000, for the building of two lunatic asylums—one at Danvers, the other at Worcester—has been awarded to Kidder, Peabody & Co. at 113.29. The bonds will run 20 years, and bear 5 per cent interest.

## FISK & HATCH,

Bankers,

No. 5 NASSAU ST., NEW YORK.

We give particular attention to DIRECT DEALINGS IN GOVERNMENT BONDS AT CURRENT MARKET RATES, and are prepared, at all times, to buy or sell in large or small amounts, to suit all classes of investors. Orders by mail or telegraph will receive careful attention.

We shall be pleased to furnish information in reference to all matters connected with investments in Government Bonds.

We also buy and sell GOLD and GOLD COUPONS, COLLECT DIVIDENDS AND TOWN, COUNTY AND STATE COUPONS, &c., and buy and sell, ON COMMISSION, ALL MARKETABLE STOCKS AND BONDS.

IN OUR BANKING DEPARTMENT we receive deposits and remittances subject to draft, and allow interest, to be credited monthly, on balances averaging, for the month, from \$1,000 to \$5,000, at the rate of three per cent. per annum, and on balances averaging over \$5,000, at the rate of four per cent.

### FISK & HATCH.

#### Improvement in Railroad Traffic.

There has been a marked increase during the past two months in the amount of freight received and shipped over the lines of the several trunk railways running out of this city. The tonnage carried within the time mentioned is much greater than that transported during the corresponding two months in 1875, and appearances indicate that business will continue to improve during the Fall. At the different freight depots throughout the city the great increase in the traffic is made apparent by the large number of loaded trucks and drays standing in line near the entrances, and the utmost activity on the part of the railroad employees is necessary to receive and stow the goods in cars in order to get them off in time to make room for others. The officers of the different roads all express themselves as being highly gratified with the improvement in trade, which they say is an evidence of the beginning of prosperity throughout the whole country.

The Alabama and Chattanooga Railroad was sold at auction on the 4th inst. at Mobile, for \$310,000 to A. P. Baleh, representing the holders of the certificates issued by the receivers appointed by Judge Bradley, of the United States Supreme Court.

B. E. Smith, trustee of the Consolidated European and North American Railway, has given up the road to the trustees of the second mortgage bonds—Hannibal Hamlin and W. D. Hayford.

For the month of September the earnings of the Chicago, Milwaukee and St. Paul Railway show a decrease of \$95,056; but for the nine months ending September 30, an increase of \$254,442.

The Philadelphia, Newtown and New York Railroad was sold at auction on the 4th inst. to Isaac Eyre, of Newtown, Pa., acting under a power of attorney for a committee of bondholders, for \$10,000.

There was a decrease in the earnings of the Ohio and Mississippi Railroad in September of \$10,941 07; but an increase for the nine months ending September 30, of \$269,081 96.



## Railroads in South Africa.

A line of railway, 120 miles in length, has been opened between Cape Town and Worcester. It is an extension of the Cape Town and Wellington Railway, purchased by the Government some years ago, and part broad and part narrow gauge. It is intended eventually to make the whole line of the latter description. Railway work in other parts of the colony is being vigorously prosecuted; 66 miles of road are nearly complete on the Eastern line from Port Elizabeth; 60 miles on the border line, from East London, will be ready by the end of the year, and a similar distance on the Midland line will shortly be finished. The estimated cost of the new works was about \$30,000 per mile, but this has been exceeded by as much as \$3,500 per mile in some cases, the increase being accounted for chiefly by the deficient supply of labor, enhanced rate of wages, and high cost of provisions.

## Statement of the Public Debt of the United States, October 1, 1876.

DEBT BEARING COIN INTEREST.		
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1868.....	\$260,000 00	\$3,250 00
5 per cent. 1881 bonds, 1881.....	18,415,000 00	276,226 00
6 per cent. 1881 bonds, (Oregon), 1861.....	945,000 00	14,175 00
6 per cent. 1881 bonds, 1861.....	189,321,360 00	2,839,820 26
6 per cent. 1881 bonds, 1863.....	76,000,000 00	1,125,000 00
6 per cent. 10-40 bonds, 1864.....	194,566,300 00	810,492 92
6 per cent. 5-20 bonds, 1866.....	150,558,650 00	3,763,966 25
6 per cent. consols, 1866.....	202,663,100 00	3,039,946 50
6 per cent. consols, 1867.....	310,622,760 00	4,669,341 25
6 per cent. consols, 1868.....	37,478,800 00	582,107 00
5 per cent. funded loan of 1881	617,484,150 00	4,312,451 26
Aggregate of debt bearing coin interest.....	\$1,097,320,100 00	\$21,406,975 42
Interest due and unpaid.....		6,405,460 99
DEBT BEARING INTEREST IN LAWFUL MONEY.		
3 per cent. navy pension fund, 1868.....	\$14,000,000 00	\$106,000 00
DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.		
	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,665 00	\$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,260 00	22 00
6 per cent. bounty land scrip, 1847.....	3,400 00	216 55
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent. bonds, of 1858.....	8,000 00	206 00
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	844,050 00	1,377 51
6 per cent. 5-20 bonds, called June, 1864.....	980,650 00	27,195 91
6 per cent. 5-20 bonds, called 1866.....	127,000 00	2,358 43
1-10 to 6 per cent. treasury notes, prior to 1845.....	82,575 85	2,670 76
1-10 to 6 per cent. treasury notes, 1845.....	6,000 00	206 00
6 per cent. treasury notes, 1847.....	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	1,900 00	105 00
6 per cent. treasury notes, 1861.....	3,100 00	572 00
3-10 per cent. 3 years' treasury notes, 1861.....	17,050 00	1,198 43
5 per cent. 1 year notes, 1863.....	59,625 00	2,993 35
5 per cent. 2 year notes, 1863.....	42,550 00	2,576 78
6 per cent. compound interest notes, 1863-64.....	310,000 00	64,223 02
3-10 per cent. 3 years' treasury notes, 1864-65.....	181,300 00	12,643 41
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	3,000 00	256 00
3 per cent. certificates called.....	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity.....	\$2,738,530 20	\$157,056 12
DEBT BEARING NO INTEREST.		
	Amount Outstanding.	Interest.
Demand notes, 1861-62.....	\$66,732 00	
Legal tender notes, 1862-63.....	293,494,740 00	
Certificates of deposit.....	34,520,000 00	
Fractional currency, 1862-64.....	59,668,415 00	
Coin certificates, 1863.....	29,777,900 00	
Unclaimed interest.....		21,704 84
Aggregate of debt bearing no interest.....	\$462,717,788 12	\$21,704 84

## RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 5 per cent.....	\$984,999,550 00	
Bonds at 6 per cent.....	712,320,450 00	
	\$1,697,320,100 00	\$28,812,436 41
Debt bearing interest in lawful money, viz:		
Navy pension fund, 3 per cent.....	14,000,000 00	106,000 00
Debt on which interest has ceased since maturity.....	2,738,530 20	187,086 12
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$66,561,472 50	
Certificates of deposit.....	34,520,000 00	
Fractional currency.....	59,668,415 02	
Coin certificates.....	29,777,900 00	
	\$462,717,788 12	
Unclaimed interest.....		21,704 84
	\$2,176,776,418 28	\$27,126,227 37
Total debt, principal and interest, to date, including interest due and unpaid.....		\$2,203,902,645 75
AMOUNT IN TREASURY.		
Coin.....	\$64,591,124 43	
Currency.....	12,524,945 63	
Special deposit held for redemption of certificates of deposit as provided by law....	34,520,000 00	
	\$111,636,069 96	
Debt, less amount in Treasury, Oct. 1, 1876.....	\$2,092,266,575 79	
Debt, less amount in Treasury, on the 1st ult.....	2,096,181,941 14	
Decrease of debt during the past month.....	\$2,915,365 36	
Decrease of debt since June 30, 1876.....	7,172,769 20	
BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.		
	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,885,120 00	\$388,276 80
Kansas Pacific bonds, 1862-64.....	6,303,000 00	94,545 00
Union Pacific bonds, 1862-64.....	27,236,512 00	408,547 68
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	24,000 00
Western Pacific bonds, 1862-64.....	1,970,500 00	29,558 40
St. Louis City and Pacific bonds, 1862-64.....	1,628,320 00	24,424 80
Totals.....	\$64,623,512 00	\$969,352 68
Interest paid by United States, \$32,090,218 42; interest repaid by transportation of mails, &c., \$6,950,393 84; balance of interest paid by United States, \$25,125,824 58.		

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, September 30, 1876.

LOT M. MORELL,  
Secretary of the Treasury.

The Asiatic Telegraph Company, chartered by the last Congress, propose to complete the last link in telegraph communication around the world by laying a submarine cable in the Pacific Ocean to communicate with Asiatic and American lines. The company is required to begin to lay the line within three years from August 15 last. The terms of the act, the written acceptance of which has already been filed with the Secretary of State at Washington, exact equal privileges with foreign governments and citizens.

Celso Caesar Moreno, on behalf of himself and fellow corporators, filed at Washington on the 26th ult., in accordance with the law of Congress granting them a franchise for telegraphic communication between America and Asia, a written acceptance of the terms and conditions as imposed by that law in the office of the Secretary of State.

Tests were made at Frederick, Md., last week, of a Silsby fire engine, of Seneca Falls, N. Y., and a La France engine, of Elmira. The "Silsby" was then purchased by the Junior Fire Company of Frederick.

Capt. Celso Caesar Moreno, projector of the Asiatic cable line, has left Washington for the Pacific coast, to commence operations.

## Columbus and Toledo Railroad.

The Toledo Journal says that the iron on the Columbus and Toledo Railroad is laid between Carey and Fostoria, and with the exception of a single gap or two, cars could now run from Fostoria to Delaware. The track is completed between Delaware and Columbus. North of Fostoria eight miles of iron are already down, and it is thought the track will reach Bradeur, six miles south of Pemberville, in a week or ten days. The remaining distance to Toledo is rapidly being made ready for the iron.

The whole line of the Pennsylvania Railroad, between New York and Philadelphia is being ballasted with broken stone. The ballasting has now been completed from East Newark to Hackensack bridge. The stone is screened after it is broken, and laid upon the road bed to the depth of about four inches, and also on either side of the tracks, no dust whatever being created by passing trains. The tracks as far as New Brunswick it is expected will be completed by the 1st of November.

The Jersey City and Albany Railroad, extending from Jersey City to Tappan, N. Y., has suspended operations and no trains are now running on the road. After the road had been completed to Tappan it became financially embarrassed and the original intention of building it to Albany could not be carried out. During the past few months the Summer travel was sufficient to pay expenses but since that fell off the receipts were so small that it was deemed advisable to suspend operations.

A new treaty has been concluded between Great Britain and the authorities at Peking, which opens up four additional ports to Western commerce. One of these ports, it would appear, is within twenty miles of Nankin, on the Yangtze, and also within easy access of the grand canal leading to Peking. The advantages will accrue to us equally with England, whatever they may be, by virtue of the "favored nation" clause in the treaty negotiated with Minister Reed in 1856.

At a meeting of the directors of the Western Maryland Railroad Company held in Baltimore on the 26th ult., it was stated that new steel rail had been laid for a mile west of Fulton station. The old track is being used for repairs along the road. It is designed eventually to displace the iron with steel rail along the whole route. J. M. Hood is President of the company, and J. S. Harden Secretary.

An official return shows that at the close of June, 1876, France had 12,569 3/4 miles of line in operation. New French lines were opened in the twelve months ending June 30, 1876, to the aggregate extent of 453 3/4 miles.

Among the recommendation of awards approved by the Centennial Commission, is the Lobdell Car Wheel Company, Wilmington, Del., for chilled cast iron wheels for tramway and for railway cars and locomotives.

The sale of the Wilmington and Brading Railroad, which was to have taken place on the 2d inst., has been postponed until the 1st day of November.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	18,500,000	J. & J.	July '73 24	Little Miami. 50	5,871,450	quarterly	Sept. '73 2	Vermont and Mass. 100	2,800,000	A. & O.	Oct. '73 24
Atlanta and West Point. 100	1,232,200	J. & J.	July '73 8	Little Schuylkill. 50	2,644,108	J. & J.	July '73 24	Warren (N. J.). 100	1,800,000	A. & O.	Apr. '73 30
Atlantic and Gulf. 100	3,693,200	—	—	Long Island. 50	3,000,000	M. & S.	May '73 10	Warwick Valley. 100	225,000	A. & O.	Apr. '73 24
Atlantic and St. Law. 100	38,494,900	M. & S.	Nov. '73 34	Louisv. Cin. and Lex. 50	1,623,483	J. & J.	July '69 8	Westchester & Phil. pref. 100	821,900	J. & J.	July '73 4
Avon, Genesee & Mt. M. 100	225,000	A. & O.	Jan. '75	Louisville & Nashville. 100	848,700	F. & A.	Jan. '74 44	West Jersey. 100	1,559,750	F. & A.	Feb. '74 10
Baltimore and Ohio. 100	13,151,962	M. & N.	May '76 5	Louisv. N. Alb. & Chi. 100	3,980,800	F. & A.	Feb. '74 4	Winchester & Potomac. 100	150,000	J. & J.	July '73 8
Berkshire. 100	320,500	A. & O.	Apr. '75 5	Lowell and Lawrence. 100	3,000,000	J. & D.	Dec. '73 3	Winchester & Strasburg. 100	500,000	J. & J.	July '73 8
Blossburg & Corning. 50	250,000	J. & D.	Dec. '72 3	Lykens Valley. 100	200,000	A. & O.	Oct. '73 2	Worcester and Nashua. 75	1,750,800	J. & J.	July '73 2
Boston and Albany. 100	20,000,000	M. & N.	May '76 5	Macon and Western. 100	2,500,000	J. & J.	July '73 5	HORSE-POWER R. R.			
Bos. Cin. & Fitchburg. pref. 100	1,172,600	—	—	Maine Central. 100	3,400,500	—	—	Albany City. 100	110,300	—	—
Agricultural Br. guar. 100	80,000	J. & D.	June '73 3	Manchester and Law. 100	1,000,000	M. & N.	May '76 5	Baltimore City. 100	1,000,000	J. A. J. O.	Oct. '73 3
Ag. Cane. & Mont. pref. 100	800,000	M. & N.	May '76 3	Marietta & Cincinnati. 50	1,408,912	—	—	Bleeker St. & F. Ry. (N.Y.) 100	900,000	—	—
Boat. Cane. & Mont. 300	3,000,000	J. & J.	Jan. '75 3	Massachusetts. 100	8,130,719	M. & S.	Sep. '66 3	Boston and Chelsea. 100	110,000	A. & O.	Oct. '73 10
Boston and Lowell. 100	6,921,274	M. & N.	May '76 3	Memphis & Charleston. 25	4,460,368	M. & S.	Sep. '66 3	Broadway (Brooklyn). 100	200,000	J. & J.	Jan. '75 5
Boston and Providence. 100	4,000,000	M. & N.	May '76 3	Michigan Central. 100	400,000	F. & A.	Feb. '75 3	Broadw. & 7th Av. (N.Y.) 100	2,100,000	J. & D.	Jan. '75 5
Bost. Revere B. & Lynn. 100	350,000	quarterly	Sept. '76 2	Mill Creek & Minehill. 50	5,312,725	J. & D.	Jan. '69 3	Brooklyn City. 100	1,500,000	F. M. A. N.	Aug. '73 5
Buffalo, N. Y. and Erie. 100	960,000	F. & A.	June '75 5	M. Hill & Schuyl. Hav. 50	18,733,200	J. & J.	Jan. '73 4	Brooklyn City & Newt. 100	600,000	J. & J.	July '73 8
Burlington and Mo. Riv. 100	5,254,203	M. & S.	Sept. '75 5	Morris and Essex. 50	3,856,450	J. & J.	July '73 8	Brooklyn and Jamaica. 100	488,100	—	—
— pref. 100	1,435,900	M. & S.	Sept. '75 5	Nashua and Lowell. 100	14,008,100	J. & J.	July '73 8	Bushwick (Brooklyn). 100	488,100	J. & J.	July '71 34
Camden and Amboy. 100	6,847,800	quarterly	Oct. '76 24	Naugatuck. 100	800,000	M. & N.	Nov. '74 4	Cambridge. 100	824,300	A. & O.	Oct. '73 4
Camden and Atlantic. 50	377,400	quarterly	Oct. '76 2	Nesquehoning Valley. 50	1,884,900	F. & A.	Aug. '75 6	Cen. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '73 4
— pref. 50	838,352	quarterly	Oct. '76 2	Newark and N. York. 50	1,000,000	M. & S.	Sep. '73 5	Citizens' (Phil.). 50	500,000	J. & J.	July '73 10
Cape Cod. 100	1,020,330	J. & J.	Jan. '72 24	Newark and Beaver Val. 50	977,400	J. & J.	Jan. '73 3	Citizens' (Pbg.). 50	200,000	M. & N.	Nov. '71 5
Cape May and Millville. 50	447,000	J. & D.	June '76 8	N. Haven & Northamp. 100	1,800,000	quarterly	July '73 2	Coney Island & Brookl. 100	500,000	—	—
Catawba & Foggals. 50	423,900	Nov. '71 6	—	New Jersey. 100	7,295,200	quarterly	Oct. '74 3	D. Dock, E. B'dw. & Bat. 100	1,200,000	F. M. A. N.	Aug. '73 2
Catawba. 50	1,159,500	—	—	New London Northern. 100	605,000	quarterly	Oct. '74 3	Elizabeth Avenue (N.Y.). 100	1,000,000	J. & J.	Jan. '75 3
— pref. 50	2,200,000	M. & N.	May '76 3	N. Y. Cen. & Hudson R. 100	1,418,800	quarterly	Oct. '73 2	Frankf. & Southw. (Ph.) 50	200,000	M. & N.	May '75 5
— 2d pref. 50	1,000,000	M. & N.	May '76 3	New York and Harlem. 100	89,428,380	quarterly	Oct. '73 2	Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '75 5
Cayuga and Susq. 100	689,116	J. & J.	July '76 4	— pref. 100	8,600,000	J. & J.	July '76 4	Germantown (Ph.) 50	1,000,000	J. & J.	July '73 8
Cedar Rapids & Mo. R. 100	6,860,400	F. M. A. N.	Aug. '76 1	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '76 4	Girard College (Ph.) 50	500,000	J. & J.	July '71 3
— pref. 100	769,800	F. & A.	Aug. '76 4	N. Y. Provid. & Boston. 100	2,600,000	quarterly	July '76 4	Grand St. and Newton. 100	170,000	J. & J.	July '71 2
Central of Georgia. 100	4,663,800	J. & J.	July '73 5	N. Y. Bridge & Canand. 100	1,000,000	J. & J.	July '76 4	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '73 8
Central of New Jersey. 100	20,600,000	quarterly	Apr. '73 5	North Carolina. 100	1,000,000	J. & J.	July '76 4	Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '75 14
Central Ohio. 50	2,425,000	J. & D.	June '76 2	N. Eastern (S. C.) pref. 100	4,000,000	Irregular	Jan. '73 3	Highland. 100	200,000	M. & N.	May '76 4
— pref. 50	400,000	J. & D.	June '76 2	N. Pennsylvania. 50	96,000	F. & A.	May '67 4	Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Central Pacific. 100	54,275,500	A. & O.	Oct. '75 4	Northern Central. 50	3,978,150	M. & N.	Aug. '76 3	Lynn and Boston. 100	200,000	—	—
Chemung. 100	380,000	quarterly	July '73 1	Northern New Hampshire. 100	5,842,000	—	—	Malden and Melrose. 100	200,000	—	—
Chesbire, preferred. 100	2,155,300	J. & J.	July '75 2	Northern New Jersey. 100	8,968,400	J. & D.	Apr. '76 2	Metropolitan (Boston). 100	1,500,000	J. & J.	July '73 4
Chicago and Alton. 100	9,649,100	M. & S.	Sep. '76 4	Norwich & Worcester. 100	1,000,000	J. & J.	July '74 4	Middlesex (Boston). 100	400,000	M. & N.	May '76 2
— pref. 100	2,425,400	M. & S.	Sep. '76 4	Ogdensb. & L. Champ. 100	2,004,400	J. & J.	July '76 5	Ninth Avenue (N. Y.). 100	797,320	—	—
Chicago, Burl. & Quincy. 100	27,512,842	M. & S.	Sep. '76 5	— pref. 100	3,077,000	J. & J.	July '76 2	Orange and Newark. 100	282,555	—	—
Chicago, Iowa & Nebraska. 100	3,916,200	J. & J.	July '76 5	Ohio and Mississippi. 100	2,000,000	A. & O.	Oct. '74 4	Philadelphia City. 100	750,000	J. & J.	July '76 6
Chi. Mil. and St. Paul. 100	15,399,251	A. & O.	Dec. '70 7	— pref. 100	20,000,000	quarterly	Mar. '75 3	Philadelphia and Darby 20	200,000	J. & J.	July '71 2
— pref. 100	12,274,483	A. & O.	Oct. '73 4	Oil Cr. & Allegheny R. 50	4,080,000	J. & D.	Mar. '75 3	Phila. and Grey's Ferry 30	284,775	J. & J.	Jan. '76 2
Chicago & N. Western. 100	14,994,600	J. & D.	Dec. '72 3	Old Colony. 50	4,259,450	quarterly	Jan. '74 3	Phila. Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
— pref. 100	21,455,653	J. & J.	July '73 4	Oswego and Syracuse. 100	6,733,800	J. & J.	July '73 3	Second Avenue (N.Y.). 100	888,100	J. A. J. O.	July '75 2
Chicago, R. I. & Pacific. 100	25,000,000	A. & O.	Oct. '76 4	Pacific of Missouri. 100	482,400	F. & A.	Aug. '76 4	Second & Third St. (Ph.) 40	962,100	J. & J.	Oct. '73 8
Cin. Ham. & Dayton. 100	3,500,000	A. & O.	Apr. '73 4	Panama. 100	3,635,750	quarterly	July '75 1	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Cin. Sand. and Clev. 50	2,980,550	—	—	Paterson and Hudson. 100	7,000,000	quarterly	July '76 3	Sixth Avenue (N. Y.). 100	750,000	M. & N.	Nov. '74 5
— pref. 50	413,150	M. & N.	May '76 3	Paterson and Newark. 100	632,000	J. & J.	July '76 4	Third Avenue (N. Y.). 100	1,170,000	F. M. A. N.	Feb. '73 4
Clev. Col. Cin. & Ind. 100	14,991,275	F. & A.	Feb. '76 3	Paterson and Ramapo. 100	250,000	J. & J.	July '76 3	13th & 15th street (Ph.) 50	1,000,000	J. & J.	July '73 4
Cleveland & Mahoning. 50	2,057,599	M. & N.	May '74 3	Paterson and Ramapo. 100	248,000	J. & J.	July '76 3	23d street (N. Y.). 100	600,000	J. & J.	Jan. '75 4
Cleveland & Pittsburg. 50	11,235,150	quarterly	Sep. '76 1	Pemb. & Hightstown. 50	342,150	J. & J.	Jan. '75 3	Somerville (Boston). 100	98,000	F. & N.	May '76 3
Columbus and Xenia. 50	1,788,800	M. & S. D.	Sep. '76 2	Pennsylvania. 100	68,144,475	quarterly	Aug. '72 2	South Boston. 50	450,000	quarterly	July '76 2
Colum. & Hocking Val. 100	2,600,000	F. & A.	Aug. '76 4	Peoria & Bureau Val. 100	1,200,000	F. & A.	Aug. '76 4	Union (Boston). 100	374,800	J. & J.	July '76 5
Concord. 50	1,500,000	M. & N.	May '76 5	Philadelphia and Erie. 50	6,004,300	J. & J.	—	Union (Phila.). 50	400,000	J. & J.	July '76 5
Concord and Ports. 100	350,000	J. & J.	July '76 3	— pref. 50	2,400,000	J. & J.	July '74 4	West Philadelphia. 50	400,000	J. & J.	July '73 10
Conn. & Passump. Riv. 100	2,100,000	F. & A.	Feb. '75 3	Phil. Ger. & Norristown. 50	1,026,250	M. J. S. D.	Sep. '76 3	CANALS			
Connecticut River. 100	2,100,000	F. & A.	Feb. '75 3	Philadelphia & Reading. 50	32,725,775	quarterly	Jan. '76 2	Chesapeake & Delaware 50	1,983,503	J. & D.	June '75 2
Cumberland Valley. 100	1,294,950	J. A. J. O.	Oct. '73 4	— pref. 50	1,551,800	quarterly	Jan. '76 2	Chesapeake and Ohio. 25	8,229,590	—	—
— 1st pref. 50	241,900	A. & O.	Oct. '76 4	Phila. and Trenton. 100	1,259,100	quarterly	Oct. '76 2	Delaware Division. 50	1,633,350	F. & A.	Aug. '76 4
— 2d pref. 50	243,000	A. & O.	Oct. '76 4	Phila. W. & Balt. 50	11,535,250	J. & J.	July '76 4	Delaware and Hudson. 100	20,000,000	F. & A.	Aug. '76 4
Danbury and Norwalk. 50	600,000	—	—	Pittsb. Ft. W. & Chi. 100	19,714,285	quarterly	July '76 1	Delaware and Raritan. 100	6,847,400	quarterly	Aug. '76 2
Delaware. 100	1,330,950	J. & J.	July '76 3	— Special Imp. 100	2,000,000	quarterly	July '76 1	Erie of Pennsylvania. 50	64,000	—	—
Del. Lackaw. & Westn. 50	235,000	quarterly	July '76 2	Pittsfield and N. Adams. 100	440,000	J. & J.	July '76 3	Lehigh Coal & Navigat. 40	10,348,550	J. S. D. M.	Sep. '76 1
Detroit & Milwaukee. 50	822,140	—	—	Portland and Keenebec. 100	616,700	J. & J.	Jan. '75 3	Monongahela Navigat. 40	1,003,500	J. & J.	July '76 1
— pref. 50	2,098,000	J. & D.	Dec. '69 7	Yarmouth certificates. 100	202,400	A. & O.	Apr. '72 9	Morris (consolidated). 100	1,025,000	F. & A.	Feb. '76 2
Dubuque & Sioux City. 100	5,000,000	A. & O.	Oct. '76 2	Portl. Saco & Portl. 100	1,500,000	J. & J.	July '76 3	— (preferred). 100	1,175,000	F. & A.	Feb. '76 5
Dubuque Pennsylvania. 50	1,809,200	J. & J.	July '76 3	Providence & Worcester. 100	2,000,000	J. & J.	July '76 4	Pennsylvania. 50	4,337,950	—	—
East Mahoning. 50	392,950	J. & J.	July '76 2	Raleigh and Gaston. 100	1,000,000	J. & J.	July '76 1	Schuyl. Nav. (common). 50	1,908,207	F. & A.	Aug. '76 3
East Tenn. Va. & Ga. 100	1,988,274	A. & O.	Apr. '76 3	Rensselaer & Saratoga. 100	6,000,000	J. & J.	July '76 1	— (pref.). 50	2,898,977	F. & A.	Aug. '76 3
Eastern (Mass.). 100	4,997,500	J. & J.	July '73 3	Roch. & Genesee Val. 110	555,200	—	—	Susq. and Tide Water. 50	2,002,748	—	—
Eastern (N. H.). 100	492,500	J. & J.	July '73 3	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '75 3	Union. 50	2,907,850	—	—
Elmira, Jef. & Canand. 100	500,000	F. & A.	Aug. '74 2	Rutland. 100	2,480,800	—	—	— pref. 50	2,907,850	—	—
Elmira & Williamsport. 50	500,000	M. & N.	May '76 2	— pref. 100	4,183,700	F. & A.	Feb. '75 34	W. Branch and Susq. 50	1,100,000	J. & J.	Jan. '65
— pref. 50	500,000	J. & J.	July '73 4	St. Louis C. & Pacific pref. 100	189,000	A. & O.	Oct. '76 3	MISCELLANEOUS			
Erie Railway. 100	78,000,000	J. & J.	Oct. '73 1	St. Croix and Penobscot. 100	100,000	J. & J.	July '71 2	Adams Express. 100	12,000,000	M. J. S. D.	June '76 2
— pref. 100	8,594,919	—	—	St. L. Alt. & T. Haute. 100	2,300,000	—	—	American Coal. 25	1,500,000	M. & S.	Mar. '76 4
Erie and Pittsburg. 50	1,090,250	quarterly	Sep. '76 1	— pref. 100	2,040,000	—	—	American Express. 100	18,000,000	J. & J.	July '76 3
Fitchburg. 100	4,000,000	J. and S.	July '76 4	St. L. Mt. & South'n. 100	14,248,950	F. & A.	Feb. '74 3	Atlantic Mail Steamship. 100	4,000,000	M. J. S. D.	Dec. '67 3
Georgia. 100	4,200,000	J. and J.	July '76 4								



## The Coal Trade.

The coal tonnage for the week ending on the 23d ult., as reported by all the companies, amounted to 450,048 tons, against 568,226 tons in corresponding week last year, a decrease of 118,178 tons. The total amount of anthracite mined for the year is 11,813,101 tons, against 14,086,060 for same period last year, a decrease of 2,272,959 tons. The quantity of bituminous coal sent to market for the week was 69,301 tons, against 91,912 tons for corresponding week last year, a decrease of 22,611 tons. The whole bituminous tonnage from the beginning of the coal year is 2,602,068 tons, against 2,708,966 tons in corresponding time last year, a decrease of 106,898 tons. The total tonnage of all kinds of coal for the week is 519,349 tons, against 660,138 to corresponding date last year, a decrease of 140,789 tons, and the total tonnage for the coal year is 14,415,164 tons, against 16,745,016 tons to same date last year, a decrease of 2,329,852 tons. The quantity of coal and coke carried over the Pennsylvania Railroad during the last week was 98,372 tons, of which 84,654 tons were coal and 13,718 tons coke. The total carried this year is 8,155,068 tons, of which 2,518,558 were coal and 5,636,510 coke. This total embraces all the coal carried over the road, east and west. The total of coal received from the Lehigh Valley Railroad at Perth Amboy for the week ending on the 23d ultimo was 19,158 tons, the amount shipped thence amounting to 22,167 tons, leaving 73,199 tons on hand.—*Phila. Ledger, Oct. 2.*

During the year ending June 30, 1876, the total number of immigrants arrived into the United States was 169,986, of whom 111,786 were males and 58,200 females. Of this number 27,875 were under fifteen years of age, 121,784 fifteen and under forty years, and 20,377 forty years of age and upward. The total number of immigrants arrived in 1875 was 227,498; in 1874, 313,339; in 1873, 459,806; and in 1872, 404,806.

The officers of the Gold and Stock Telegraph Company, elected on the 29th ult., are: William Orton, President; George Walker, First Vice President; George B. Prescott, Second Vice President; James D. Reid, Secretary; R. H. Rochester, Treasurer; J. B. Van Every, Auditor.

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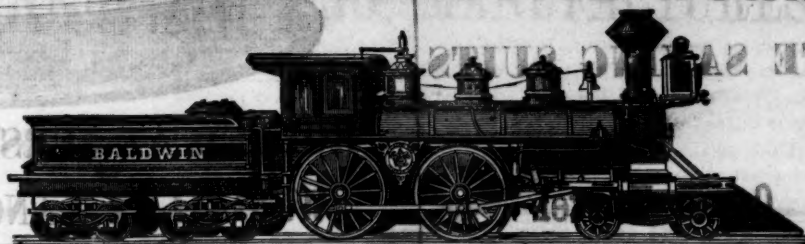
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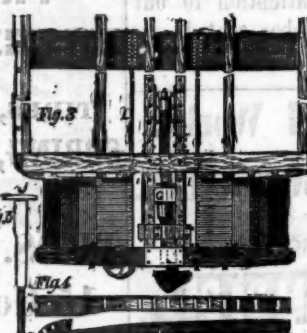
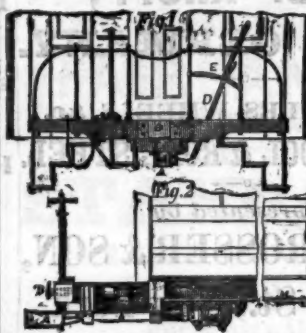
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